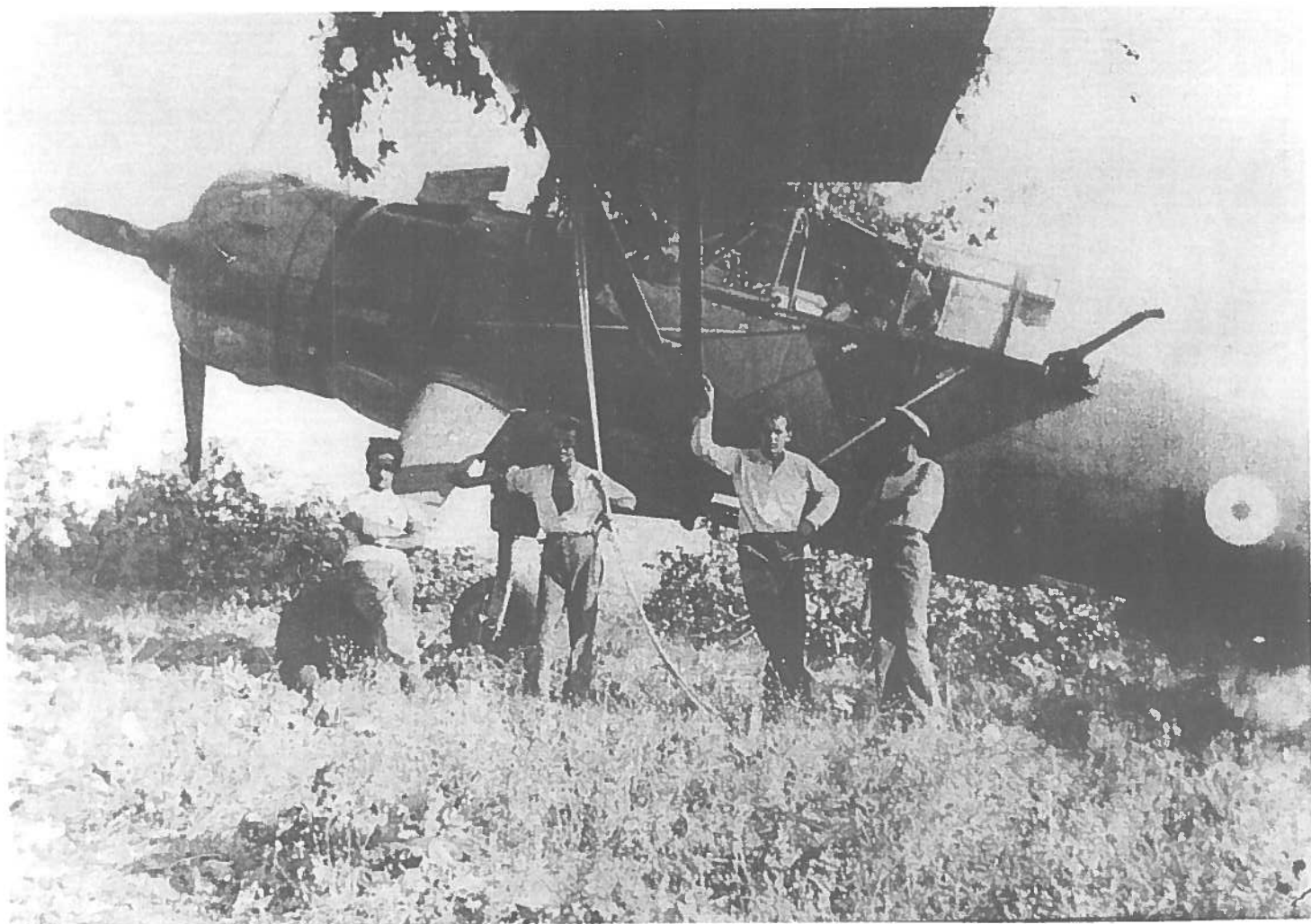


small air forces observer

vol. 27 no. 1 (105)
July 2003

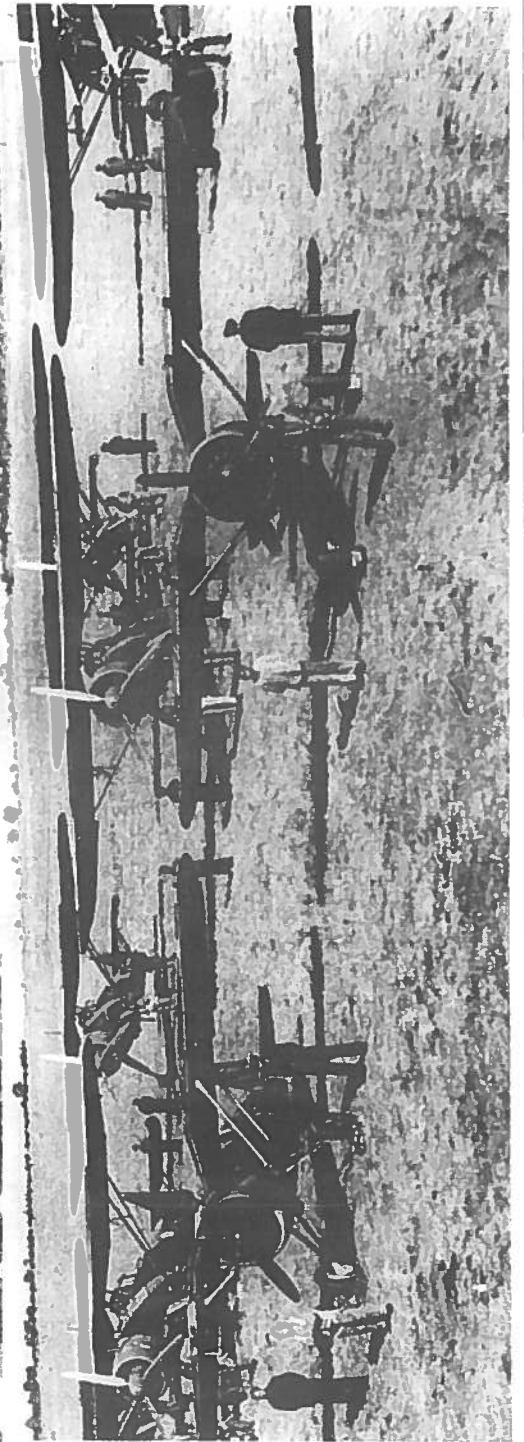
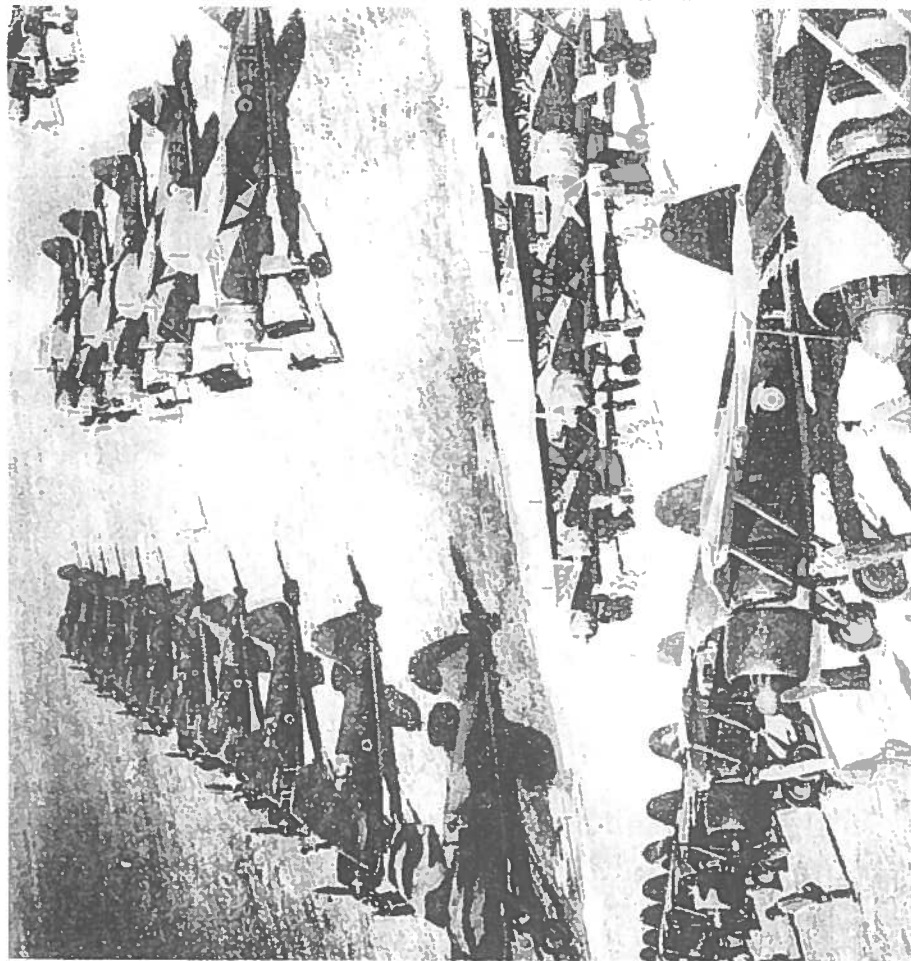
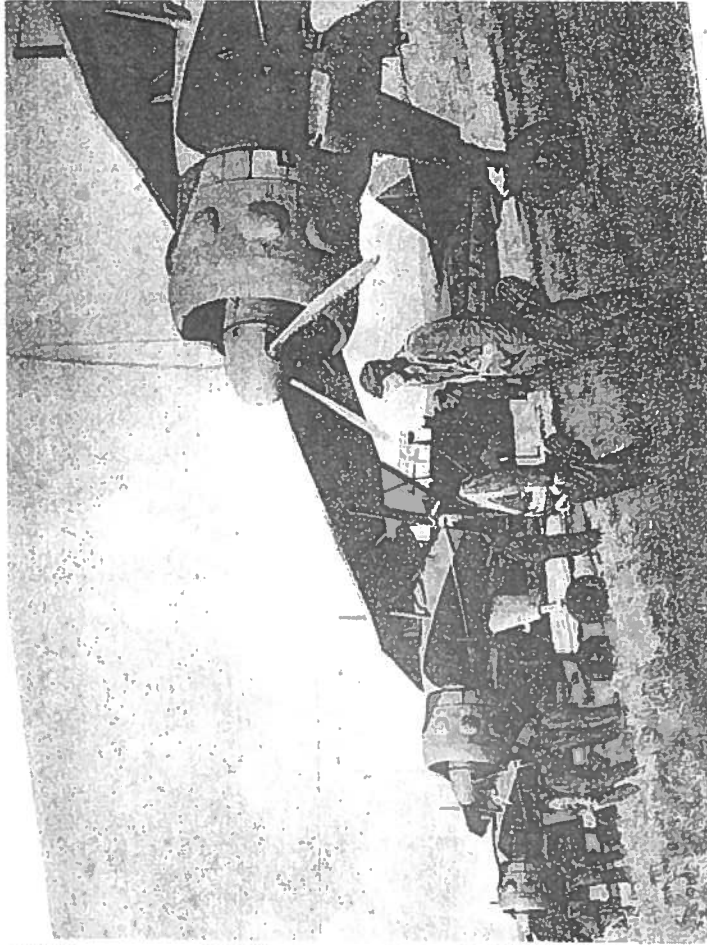
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Norwegians Sopwith Baby
Irish Air Corps Serials
Greek Henschel Hs 129
RAAF Sikorsky S-51
Brazilian Avengers
Cuban Kingfisher
RAAF Vampires
Ikarus 453

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July 2003



SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House
safo@redshift.com

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published at \$2.00 for original issues and \$3.25 for high-quality Xerox copies. Add postage for all orders. For a list of all issues and their content, send an e-mail request or two 1st class stamps (or 2 IRCs) to the editorial office.

MEMBERSHIP LIST: To promote cooperation between members, a list of SAFO member's names and addresses is available via e-mail, on computer disc (you provide the disc), or as hard copy for \$3.00 postage included.

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INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript either via e-mail or on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material. However, authors are encouraged to submit their articles to commercial publisher for reprinting provided recognition is given to the SAFCH.

TRANSLATION SERVICE: The following people have offered their services in translating articles for publication in SAFO: Inigo Artamendi (Spanish). Igor Gordelanov (Russian, Ukrainian, Byelorussian, Bulgarian, Polish, & Czech). Yoshihiro Aoyama (Japanese). If you need help translating material for a SAFO article, contact the

editorial office and I'll give the address of an appropriate translator.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Jaroslaw Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecis, Riga, Latvia. Charles Berecz, Dayton, Ohio. Terry Elmore, Everett, Washington. Jean-Michel Guhl, Los Angeles, California. Masahiro Ohno, Japan. Mr. Scroggins, England. Wojciech Butrycz, Krakow, Poland; Przemyslaw Musialkowski, Warsaw, Poland.

SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/safo

EDITORIAL: Although this issue is dated July, this is really the first issue of 2003. You did not miss the April issue and you will still receive all four issues of Volume 27. The reasons for this delay are many, including the demands on your editor's time from job and family, and the late arrival of subscription renewals from many non-US members who, through no fault of their own, did not receive the December 2002 issue with its renewal notice until the end of April. My target is to publish SAFO every three months, which means the fourth issue of Volume 27 will come out in April 2004. To avoid the problems with delayed renewals, the renewal notice will be sent out with the January issue.

--wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals--

WANTED: (1) Series Aeronaval issues on the F4U Corsair, Alouette III, and Sea King; (2) Series

Fuerza Argentina No. 1 IAI Dagger & Finger; and (3) Historia Grafica de la Fuerza Aerea Mexicana.

Walt Noizeux (SAFCH #1574), PO Box 181, Syracuse, NY 13201, USA, or wfn@hotmai.com

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 1-03 (28 pages) "Air America" 4 pages including 1/72-scale 3-view drawings of Air America's Beech 18 (w/ 3-side-view drawings) and one of their Volpar Turbo/Beech. "The NA-16 Series" 15 pages including a 3-page tables specifying the difference among types from the NA-16 to the T-6J, reviews of available kits including a conversion to a Kyusho K10W1 and an A-27; 6 photos of models, and 3 photos of "warbirds".

AUSTRIA

OFII NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenniggeldf. 18/2/14, A-1160 Wien. Write for free sample.)

4/02 (40 pages) "Fortschritte beim Projekt Albatros D.III" 5 pages on restoring a D.III including 5 photos of the project underway. "Die Flugzeugkonstruktionen des Ing. Alfred Ritter van Pischhof" 9 pages including 4 photos of early his early flying machines. "Bruchlandung im Muhlviertel" 3 pages on a LeO 451 in Luftwaffe color including 5 photos. "Red Hungarian Berg D.I" one page with a photos and a side-view drawing showing a Red Hungarian Berg D.I '92-115' with red star national insignia and an interesting witch on a boom stick personal emblem.

1/03 (40 pages) "Blackhawk" 8 pages on S-70A in Austrian AF service including 3 color photos, 3 b&w photos, list of serials, and color side-view drawing. "Die Jagdeinsitzer der Firma Jacob Lohner & Co." 8 pages including 4 photos, 4 side-view drawings, and 2 1/72-scale 3-view drawings (D.I and Dr.I). Four photos (2 in color) of civil Austrian a/c.

BRAZIL

REVISTA (IPMS Brazil, Rua Lucidio Lago, 457/206 Meier - Rio de Janeiro, CEP 20.780-020) E-mail: ipmsbrasil@ieg.com.br

#104 Dezembro 2002 (16 pages) "Macchi M.9" 2 pages on the M.9 in Brazilian service including one photo and 1/72-scale multi-view drawing. "Albatross SA-16A" 6 pages on SA-16A in Brazilian service including one photo, 4 drawings of interior detail from a manual, 1/72-scale drawings showing the differences between the A and B variants, and 3 drawings of a/c in Brazilian markings. An advertisement for FCM decals 72-15 shows the instruction sheet with drawings for four a/c: (1) Chilean Sikorsky S-70A; (2) Brazilian UH-1H; (3) Chilean F-5E/F, and (4) Brazilian Mirage IIIE in colorful "30 anos" markings. [Ed: This is one of the few publications of a national IPMS groups that consistently provides information on their own air forces. Bravo, IPMS-Brazil.]

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere).

27/6 (24 pages) "A Me 109B in Spanish Civil War Service" a 9-page article on building the Academy 1/48-scale kit including 14 photos of the model, longitudinal cross-sectional profiles, and an excellent 6-view scale drawing. "The Edward Albatros D.V in 1/72 scale" 2 pages including 3 photos.

CZECH REPUBLIC

REVI: Dvoumesicnik a letadlech a letcich. REVI

Publications, PO Box 143, Svojsikova 1588, 708 00 Ostrava-Poruba, Czech Republic. E-mail: redake@revi.cz. Web site: www.revi.cz..

#35 See full review in the -magazine- section of this issue of SAFO.

#36 "The Praga E-39 in Luftwaffe Service" 3 pages including 8 photo and table of serials. "Soviet Airacobras" 6 pages including 5 photos and 3 color profiles. "Hustler"s 7 pages including 1/72-scale drawings plus color drawings. "Ernst Brandenburg" 2 pages plus color profiles of his Gotha G.IV & G.Va. "Friedrich Korner" and "Egon Troha" with victory list and color profiles of their Bf 109s.

#37 "Nakajima J1N1 Irving" including photos, scale drawings and color profiles. "Swedish Ca.313" 5 pages including 5 photos and a color 3-view drawing. "Hustler" continues with more text, photos, and scale drawings. A page of 8 color photos of Blenheim IV. A page of color drawings of French Curtiss Hawks. More color profiles of Bf 109, Bf 110, & F-104.

#38 "Seiran" 7 pages including 8 color photos of museum a/c. "Siebel Si 202 Hummel" 3 pages including 4 photos and 2 color profiles (on Slovak). "Irving" 10 of photos, color profiles, and scale drawings (4 pages). "Vultee Valiant"s one page with 3 color profiles (one French). "Avia B-534" 4 pages on the B-534 in Hungary and Bulgaria including 7 photos and 3 color profiles. "Bristol Scout" one page with 3 color profiles (one in Turkish markings). Other color profiles include: Zero, I-16, P-38, B-25, Swiss Hunter, and the usual Bf 109s.

ENGLAND

THE CATALINA NEWS (Val Thomas, The Catalina Society, Duxford Airfield, Cambs, CB2 3QR, England. One year £15. Web Site: www.catalina.org.uk. E-Mail: david_legg@lineone.net)

#52 January 2003 (24 pages). "C-FNJF: A Short History" 4 pages on the Catalina Society's new PBY including 5 photos. "With 205 Squadron 1941-1943" 4 pages on flying PBYs out of Singapore during WWII including 3 photos and table listing the fate of RAF and Dutch PBYs (highly recommended reading). And, all the usual departments: "Cat Contacts", "Cat Letters", "Catalina Review", and "World Catalina News" including 10 photos (including a Danish and a French PBYs).

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9LL, UK.) Subscriptions no longer being accepted, (See comments under magazines- in this issue of SAAFO.). Web Site: www.insigniamag.com. E-Mail: insigniamag@yahoo.com

#18 Spring 2003 (36 pages) "Yugoslav Naval Aviation; Part 1 1918-1929" 14 pages including two tables ("Naval Aviation Aircraft of the Kingdom of the Serbs, Croats and Slovenes 1918-1929" with number and year obtained and "Known Serial Numbers"), 39 photos and 3 pages of multi-view drawings illustrating the color schemes for Yugoslav Friedrichshafen FF-49c, SIAI-built FBA-H, Ikarus SM, CAMS 30E, and Hanriot H.41M. [Ed: This is an outstanding article and it should not be missed by any enthusiast of the small air forces.] "Norwegian Army Aviation: Part 1 1918-1941" 4 pages with 31 photos (DH.60M Moth, DH.82 Tiger Moth, ASJA J6 Jaktfalken, RAE BE2e, Farman FF.9 (Kaje 1), Avro 504K, Hannover CL.V (FF.7 Haulk), Bristol Fighter F.2B, Fokker C.VD, Fokker C.VE, AW.35 Scimitar (Falk), Gloster Gladiator, Curtiss I175-A6, and Caproni Ca.310.

"This Issue's Free Decals Sheet" 2 pages with multi-view drawings of Italian a/c (Caudron G.3 and 2 Nieuport IVM s) with black circle national insignia and a small 75 mm by 95 mm) decal sheet. "Help Needed" one page with 3 photos of Chinese-designed a/c of the 1930's (Char; Ding, & Yee) with a request for information to produce 3-view drawings. "Air Force Insignia No. 30: Lithuania 1918-2003" one page with 14 color drawings of insignia. "Air Force Insignia No. 31: SHS National Council (the Ljubljana and Maribor based Serb, Croat and Slovene National Council circa 1918" 6 color drawings of insignia. "Air Force Insignia No. 32: Georgia 1920-2003" 2 color drawings of insignia. "Air Force insignia No. 33: Eritrea 1993-2003" 3 color drawings of insignia.

SWEDISH AIRFORCE SIG (Harold Rowell, 80 Cambridge Ave., Marton, Middlesbrough, Cleveland, TS7 8EG, England. E-mail: pauline.rowell@ntlworld.com. Subscription £5.00 UK, £7.00 Europe, \$16.00 USA.

#43 Spring 2003 (10 pages) "C-130 Hercules Tp84 'White Lady'" 2 pages including 2 color photos. "Swedish Air Force Tp84 C-130 Hercules" 3 pages including 3 side-view drawings. [Ed: Note new editor and address!]

FINLAND

FINNISH AIR FORCE SIG, c/o Nils R. Treichel, Grosser Platz 4, 27432 Bremervorde, Germany. Entirely in English.

No. 20 (10 pages) "Building the PH conversion Morko Morane" 2 pages. "Blenheim Bellies" 2 pages of drawings with a little text. "Gnats in Finland (2)" 2 pages of drawings with a little text. [Nils is contemplating discontinuing publication, so if your interested in this publication, please let him know.]

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Now with captions in English.

#143-144, 3-4/2002 (20 pages) "Euro-Militaire 2002 Specialli". Nothing of small-air-force interest. #145, 5-6/2002 (20 pages) "Panssarilaiva Vainamoinen" 4 pages on Finnish WWII cruiser including 7 photos and 1/700-scale drawings. "Tykkiveneet Turun - Maa ja Karjala" 4 pages on a small Finnish ship including 1/350-scale drawings of the ship as fitted out in 1918, 1930, 1932, & 1941. Nothing of small-air-force interest.

#147, 1/2003 (20 pages) "Pariisin suuri pienoismallinayttely" 6 pages with color photos of models. Nothing of small-air-force interest.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Jakomaentie 8bC 300, FIN-00770 Helsinki. Subscription: Europe \$25, elsewhere \$30; Payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.

1/2003 (24 pages) "3VL Kokkola Aircraft Powerplant Repair Shop" 5 pages including 5 photos. "Fokker T.8W-C: Part 3" 3 pages including 2 photos of the floatplanes built for Finland. "DfS Kranich" 3 pages on the glider in Finnish service including 3 photos and a 1/72-scale 3-view drawing. "One Flight from Sweden to Turku in 1931" one page including 2 photos of Junkers G.24 'SE-ABG'. "Night Fighter Operations in Finland 1943-1954

(Part 2)" 3 pages including 3 photos (Gauntlet, VL Viima, & Buffalo). "LeLv 32 in Action 1940-42" 5 pages including 5 photos and 1/72-scale multi-view drawing of Brewster 239. "Luscombe Model 8E Silvaire" one-page scale 3-view drawing.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#119 **Fevrier 2003** (64 pages) "Nakajima Ki-44 'Shoki' le Demon japonais" 8 pages including 21 photos and 3 color side-view drawings. "Les Boston sovietiques face a la chasse allemande" 2 pages including 3 photos. "Les CAMS 37 de la Marine (2)" 19 pages including 42 photos and 10 color side-view drawings. "Les chasseurs SPAD de l'entre-deux guerres 2: Le Bleriot SPAD 51C1" 6 pages including 11 photos (including 3 Polish and one Turkish). "Un 'cheval de trait' tchecoslovaque: l'Aero A-100" 6 pages including 10 photos, a one-page multi-view scale drawings, and 4 color side-view drawings (including one Slovak example). "Une guerre oubliée: les combats aériens sur le Chaco" 9 pages including table of losses on both sides, 19 photos, and 4 color side-view drawings (Paraguayan Wibault 72 and Bolivian Curtiss Hawk II, Curtiss D-12 Falcon, & Junkers F 13). "L'Aero A-101 de Planet Model au 1/72" 2 pages including 5 photos of the finished model. The reviews include the Lift Here decals for Yugoslav MiGs (MiG-21, MiG-29, and ex-Iraq MiG-23) in either 1/72 scale (E-72LH) and 1/48 scale (C-48LH) with the e-mail address lifthere@eunet.yu. #120 **Mars 2003** (64 pages) "Maurice Romey: As du GC III/2 et chasseur par accident" 9 pages including 12 photos, a color 3-view drawing (MS-406), and color cover painting. "La Luftwaffe durant la Seconde Guerre mondiale (Part 5)" 9 pages including 23 photos (including French Bloch 220, Italian, Hungarian, & Danish Ju 52/3m and Italian SM.75 & Macchi C.94). "Nakajima Ki-44" 14 pages including 27 photos, 4 color side-view drawings, a scale 5-view drawing, and 6 side-view drawings showing variants. "Les monoplaces Bleriot: Spad 51" 12 pages including 22 photos (2 Polish and 2 Romanian) and 8 color side-view drawings (2. French, one Turkish, and 5 Polish). "SNECMA C-450 Coleoptère" 13 pages including 33 photos, a small 3-view drawing, and several sketches. #121 **Avril 2003** (64 pages) "Retros du Mois" one page with 2 photos (Swedish and Norwegian Jaktfalk). "Jean-Mary Accart: Maître de la chasse française" 12 pages including 24 photos (CAMA 37, Ni.D 622, Dewoitine D.501, & Curtiss Hawk H-75), color cover painting, and color 3-view drawings of Hawk H-75A-2 n° 152. "Nakajima Ki-44 Shoki: le Demon japonais" 17 pages including 33 photos and 8 color side-view drawings. "FW 189 sur le Front de l'Est" 7 pages including 13 photos and 4 color side-view drawings. "Kyosti Karhila" 7 pages on Finnish ace including 20 photos, victory list, and 2 color side-view drawings (Curtiss H-75A-6 'CU-560 and Bf 109 G-6/R6 'MT-461'). "Les planeurs DFS 230 roumains" 5 pages including 13 photos and 3 color side-view drawings (Romanian DFS 230 and a IAR 39 tow-plane). "Curtiss H-75A-2: Maquette HobbyCraft au 1/48 avec kit de conversion Hi-Tech et planche de decals AML" 3 pages including 6 photos of the model. [Ed: This is the aircraft of Jean-Mary Accart featured in the color 3-view drawing accompanying the first article in this issue. A nice touch!]

GERMANY

MITTEILUNGEN (IPMS Germany, Ber-

gengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

1/2003 (40 pages) Nothing of small-air-force interest.

ITALY

AERO FAN Storia di Italiane. Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.

#84 **Gen-Mar 2003** (68 pages) "Italian 'Storch': The winner of a STOL liaison aircraft competition was IMAM s Ro.63, of which only 6 machines were built" 10 pages including 10 photos, 1/72-scale 5-view drawing, color side-view drawings, and 3 pages of sketched from original manual. "Brazilian pilots in the Italian campaign: The exploits of the 1st Brazilian Fighter Group's Thunderbolts in Italy, 1944-45" 21 pages including 26 photos (including 2 of units Piper L-4H), table of losses, 2 maps, 4 color side-view drawings, and a color painting. "From North Africa to Italy: The 153^o Gruppo 'Ace of Clubs' in Italian bases in 1942" 13 pages including 29 photos (MC.200 & MC.202). "Long Island s Amphibian: The story and restoration work of a Savoia Marchetti S.56" 13 pages including 26 photos.

JP-4 Mensile di Aeronautica (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

Dicembre 2002 (100 pages) Color photos: Croatian MiG-21, Japanese Phantom, & Taiwan Fokker 50. "Saudi Hawks" 4 pages on Saudi Arabia s display team's green/white painted Hawks, 4 pages including 9 photos. "Co-Operative Key 2002" 2 pages including 9 photos (Romanian MiG-21, IAR-330 Puma, & C-130, Moldavian Mi-8, Slovenian AB.421, Latvian Mi-8, and Bulgarian Su-25 & Mi-8).

Gennaio 2003 (100 pages) Color photos: Peruvian Navy Seaking and Canadian CH-113 Labrador (on floats). "Aviazione dell'Esercito Peruviana" 2 pages including 9 photos (An-32, Il-103, Mi-2, A.109, Let 410, Mi-17, Kingair, & Navajo, plus an Mi-26 in East Timor).

Febbraio 2002 (100 pages) Color photos: Japanese F-1 and E-2C. "Gli ultimi Mirage III svizzeri" 6 pages including 14 photos. "Nozze d'argento per i SeaKing belgi" 4 pages including 10 photos. "Una perla dell'aviazione giapponese: Il Koukenki" 4 pages including 11 photos of a/c that set world record for distance on 13 May 1938.

Marzo 2003 (100 pages) Color photos: Finnish F7A-18; Swedish Viggen; & S. Korean KT-1C. "EH 101 tant normi per un vincente" 6 pages including 13 photos (Canada, Italy, Portugal & Denmark). "Un 'Maiale' indimenticabile" 6 pages on RAAF F-111 including 14 photos and fleet list. "Guardia di Frontiera Finlandese" 5 pages including 13 photos (Super Puma, Bell 412 & 205, and Dornier 228). "Tiger Meet 2000" 2 pages including 8 photos.

Aprile 2003 (100 pages) "Aero India 2003" 6 pages on exposition including photos of Indian Mirage 2000, Su-30, Jaguar, Advanced Light Helicopter, & Light Combat Aircraft. "L'incerto futuro della Iraqi Airways" 2 pages with photos of Iraqi airliners with pre-war fleet list. "I cavalieri del Baltico" 4 pages including 11 photos of Lithuanian military aircraft (Yak-18T, L-39C, An-2, L-13 Blanik glider, Mi-2, PA-38 Tomahawk, Mi-8T, Yak-52, An-26, PZL-104 Wilga, & L-410).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland,

PO Box 40082, NL-8016 DB Zwolle).

1/2003 (32 pages) "F-84E en F-84G Thunderjet bij de KLu" 8 pages including 10 photos, list of serials, and 2 side- & one top-view drawings. "De TBM-3E en TBM-3W Hunter-Killer Avengers" 4 pages on building 1/48-scale models including 5 photos of the models in various stages of construction. "Spitfire Down Under" 2 pages on building the 1/72-scale Ventura Spitfire VIII in RAAF markings including 3 photos of the model.

SPAIN

REVISTA ESPAÑOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#30 **Diciembre 2002** (92 pages) "Hans Ulrich Rudel y el Junkers Ju 87 Stuka" 15 pages including 18 photos and 4 color side-view drawings. "Al asalto de Holanda (2^a Parte): La Fuerza Aerea Neerlandesa" 8 pages including 3 photos, order of battle, map, and 18 color side-view drawings (Northrop 8A-3N, Fokker T.V, Fokker G1b, Fokker C.X, Fokker G-1a, Koolhoven FK.51, Fokker D.XXI (2), Fokker C.Vd, Fokker S.IX, Koolhoven FK.51, Buckler Bu 131, Focke Wulf Fw 58, Koolhoven FK.43, de Havilland DH-85, de Havilland DH-90, & Koolhoven FK.49). "La defense de Mallorca e Ibiza durante la II Guerra Mundial" 6 pages including 5 photos and one color side-view drawing (Arado Ar 95). Inset: "Los blindados en la Guerra de Espana 1936-1939" continues with pages 145 to 160 including 22 photos and 6 color side-view drawings. Poster inserts: Camion ligero todo terreno (C.L.T.T.) 1,5 Tm. Barreiros "Comanso", Canon ruso de 37 mm en montaje de la Subsecretaria de Armamento, Camion protegido Hispanaao Suiza Mod. 1922, Camion Hispano-Suiza Mod. T-69, con montaje antiaereo H-S 404.

#31/32 **Enero/Febrero 2003** (92 pages) "Los Consolidated B-24 Liberator en Portugal 1943-1947" 6 pages including 8 photos and 2 color side-view drawings of the B-24 in full Portuguese markings. "El increíble viaje del crucero auxiliary 'Wolf'" 8 pages including one map and 12 photos (including 2 of the Albatros C.III 'Wolfchen'). "Plan de Defensa de Ibiza y Formentera" 12 pages including 13 photos and 2 color profiles (CR.32 & Do 24T). "Carros de combate autoctonos en el Ejercito Nacioal 1936-1939" 10 pages including 15 photos and 6 color side-view drawings (I can't seem to resist these funky-looking creepy crawlers.) "Fallschirmhaeger: Al asalto de Holanda (3^a Parte): La artilleria antiaerea, la marina de guerra y la aviacion naval holandesas" 6 pages including 11 photos and 6 color profiles (Fokker T-VIIIW, C.XIW, C.VIIW, & S.XI/2 and Koolhoven FK.51). Inset: "Los blindados en la Guerra de Espana 1936-1939" continues with pages 161 to 176 including 27 photos and one color profile. Poster inserts: Canon Ac. De Montana Schneider de 7 cm. T.r. Mod 1907; Carro de combate T-26B capturado por los nacionales; Blindado Vulcano 2; and Autoametralladora Blinsado Ansaldo-Lancia IZ. #33 **Marzo 2003** (92 pages) "El Museo Nacional de la Guerra (Malta)" 2 pages including 5 photos and color profile (Gladiator). "El supuesto bombardeo aereo del crucero 'Baleared'" 8 pages on the attack of a Republican SB on a Nationalist cruiser including 8 photos, a color profile (SB), and color painting of the attack. "Jose Ramon Calparsoro: Un piloto espanol en la Legion Condor" 4 pages including 5 photos. "Tanques Sovieticos para el Ejecito Nacional (1936-39)" 14 pages including 18 photos and one color profile (T-26). "Las Columnas Gallegas: El Socorro a Oviedo (1^a parte)" 9

pages including 11 photos, one map, and 3 color profiles (Savoia S.62, Breguet XIX, & Schneider de 7 cm). Insert: "Los blindados de ruedas desde 1939 hasta hoy" pages 1-16. 17 photos and 6 color profiles [Levante UNL-35, Chevrolet 1937, BMR-600, General Motors CT-15TA 'Trumphy' (3)]. Poster inserts: Carro de Combate Ligero 'Verdeja' N° 1, Carro de Combate Ligero 'Verdeja' N° 2, Canon Autopropulsado de 75/40 mm. 'Verdeja', Prototipo del Carro de Combate Liegero 'Verdeja'.

#34 Abril 2003 (92 pages) "Las Columnas Gallegas: El Socorro s Oviedo (2ª parte)" 9 pages including 9 photos, one map, and 4 color side-view drawings (Fokker XII, Nieuport 52, Breguet XIX, & Ju 52). "Jose Maria Bravo: piloto de caza en dos guerras" 7 pages including 6 photos and a color painting (1-16). Insert: "Los Medios Blindados de Ruedas en Espana" pages 17-32: 34 photos and 5 color side-view drawings [C-15TA (2), M-8 Hercules (2), & M.20]. Poster inserts: Pieza de Artilleria Autopropulsada A-1; Transporte Oruga Acorazado TOA M-577; Canon de 75/27 Mod. 1906 Krupp-Ansaldo; & Aljibe Blindada SECN 1932.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#179 Feb 2003 (146 pages) "Becoming a Birdman: The Wright School of Aviation" 6 pages including 7 photos (including several of future USAAF General Hap Arnold playing practical jokes on his fellow students). "Aviation in India" 12 pages on early attempts to fly in the Sub Continent including 18 photos and 3 small 3-view drawings. Very interesting is a contemporary account of the concerns of an Indian gentleman about the effects of aviation on traditional Indian culture: "Now, suppose a young purahnashin is toileting her hair in the afternoon rather en dishabille in perfect confidence that there she is secure from the rude gaze of any man, when all of a sudden buzz passes an aeroplane over her head with a staring young man on its back. What will be her state of mind then? How she will blush to death- to say in her own way. And, Again, in what a piteous plight will be a Hindu household

if, by accident or design, an aeronoit of unknown caste or creed drop a kerchief, a piece of paper, or the ending of a cigar he smokes on some of its eatable or drinkable things or on its culinary utensils. None but an orthodox Hindu will fully appreciate the gravity of the mischief such a thing will do in a Hindu household." "The Gallaudet Story part 2b" 8 pages including two 3-view drawings proposed projects circa 1911 and a drawing of proposed vertically-opposed twin cylinder engine. "Notes on Dutch Fokker D.VIIs" 2 pages with 5 photos. "Sablatnig SF-4(LG)" 3 pages including a small 3-view drawing and 3 photos (one of the Sablatnig float triplane with a request for more photos or a 3-view drawing). And, all the usual departments: "Aircraft" 16 pages including 40 photos; "Museums/Organizations" 10 pages including 20 photos; "Engines" 4 pages including 13 photos; "Drawings" 16 pages including a 2-page 3-view of the DFW BI; "Times Tarmac" 3 pages with 7 photos; "Identification X" 2 pages with 5 photos; "Models" 10 pages including 27 photos; "Letters" 6 pages including one photo; and "Publications" 10 pages including 8 photos and 8 side-view drawings (Ilya Muromets).

#180 May 2003 (146 pages) "The Gallaudet Story: Part 3" 25 pages on the A-1 and A-2 Bullet (monoplanes with the propeller in the tail; a couple of interesting scratch-building projects) including 12 photos, numerous sketches, and 6 pages of scale multi-view drawings. [Ed: An outstanding article!] "The British Bleriot Company" 7 pages including 9 photos (Spad 7, SE5A, & ANEC-1). "Spad Type A" 19 pages (a translation of an article that appeared in Avions) including 19 photos and the excellent scale 5-view drawing. "The SPA 6A Engine" 3 pages with 5 photos and one drawing. And all the usual sections: "Identification X" 5 pages with 10 photos; "Aircraft" 3 pages with 9 photos; "Museums/Organizations" 9 pages with 12 photos; "Gallery" 4 pages full of drawings; "Engines" 3 pages with 9 photos; "Drawings" 15 pages (Beachey-Eaton Monoplane, DFW C-1, Etlich-Taube B/C, Grahame White Doppeldecker Typ CII, and two patent drawings). [Ed: One of the patents describes a monoplane with a hinged rear end acting as elevator. An eerie similarity to Burt Rutan's SpaceShipOne where the whole rear end hinges up

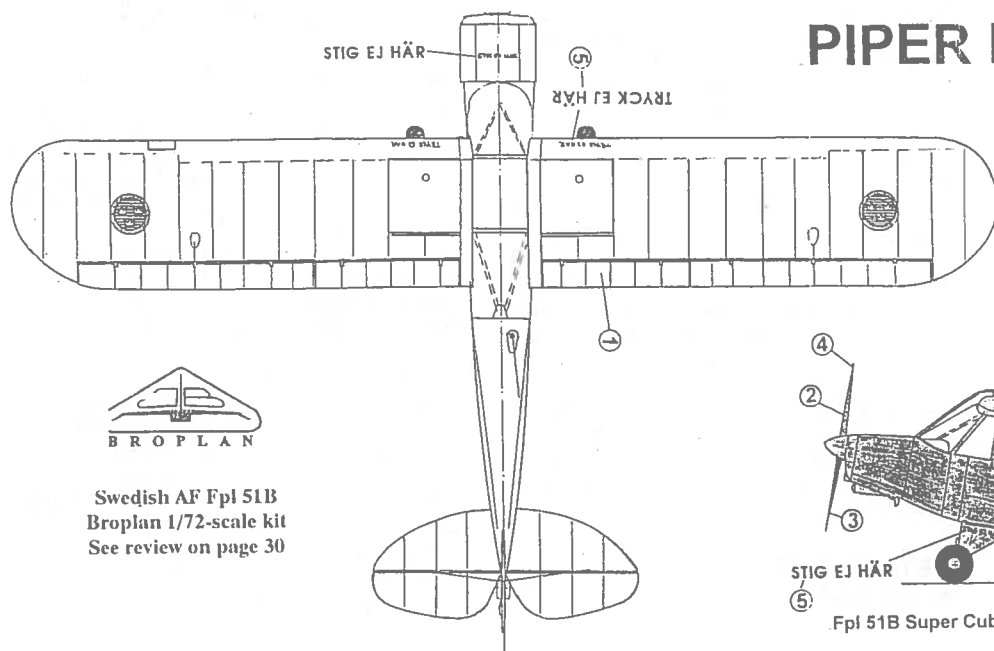
during reentry.]; "Models" 4 pages with 3 photos and a sketch page on constructing models from metal; "Letters" 3 pages; "Historiography" one page; "Publications" 13 pages with 12 photos and 2 pages of humorous drawings; "Electronic" one page on CDs with 2 photos; and "Wants & Disposals" 4 pages with 3 photos.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas.).

#65 Jan. 2003 (84 pages) "The Great Lakes Story" 17 pages including 27 photos, a 2-page Wylam drawing of the 2T-1A/E, 3-view drawings of the 2S-W & XPT-930, and 2 pages of scale drawings of the wonderfully weird XSG-1. "Hemispheric Defense and the VLB Bomber Concept" 10 pages including 13 photos. "Reproductions and Restorations" 5 pages including 11 photos (St. Louis Cardinal and Flagg F-13) and full-page 3-view scale drawing of the Farman F.60 Goliath (yes, someone is building a flying reproduction of the mammoth transport). "Fokker's Joesphine Ford (Part 1)" 8 pages. "Cockpits: Sevversky SEV-DS Doolittle Special" 2 pages including 2 photos. "The Doering Brothers: Golden Age Model Makers of Distinctions: Part 2" 10 pages including 23 photos. "EDO Seaplane Floats" 3 pages including 3 photos and specification for EDO floats connected to the a/c on which they were used. "ID UNK" one page with 3 photos. "Models" 3 pages including 5 photos. "From the Members" one page with 2 photos. "Skyway Reviews" 3 pages.

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. E-mail: maicsm72@aol.com. Web site: members.aol/Maicsm72/maiwebpg.html.) Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

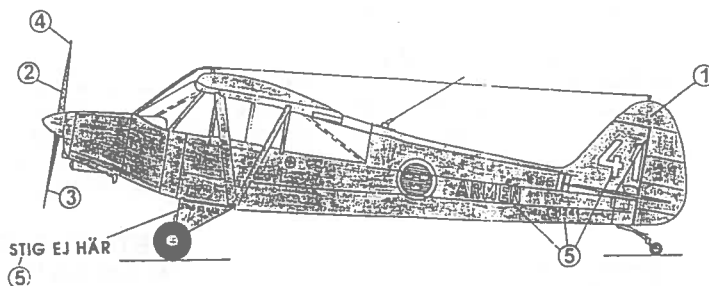
Vol. 6, No. 3 (64 pages) "World War I in 1/72 Scale" 20 pages [Ed: Seems like a lot of kits, but if you subtract the resin and vacuform kits, the number of injection-molded kits available to modelers of WWI a/c is still pitifully small.] The remaining pages are devoted to "updates" to numerous to list.



Swedish AF Fpl 51B
Broplan 1/72-scale kit
See review on page 30

PIPER L-21 Super Cub

- | | | |
|---------------------|------------------|-----|
| 1. Olive Green 325M | HUMBROL FS 34079 | 86 |
| 2. Aluminium | | 191 |
| 3. Black | | |
| 4. Red | | |
| 5. White | | |



Fpl 51B Super Cub 51241 n/c 18-8441 Swedish Army 1966-1973

The Hellenic Henschels

Sid Napier

A Henschel Hs 126K was the first aircraft of the *Elliniki Vassiliki Aeroporia* (Hellenic Royal Air Force) to encounter Regia Aeronautica fighters after seven Italian divisions crossed the 200 km Greco-Albanian frontier on October 28, 1940, and invaded Greece. The Italian divisions were backed by machine gun battalions, mountain and heavy artillery, a tank regiment, and about 180 operational aircraft based on airfields built after the annexation of Albania in April 1939, and at Bari in southern Italy. The Greek divisions had only two tanks, few machine guns, mortars or other support weapons, including anti-tank and anti-aircraft guns, and were dependent on supplies brought to the front by mule trains over poor roads and mountain tracks from railroads farther south. The EVA had only about 150 operational aircraft, with no reserves to speak of, and all its relatively modern machines had been purchased in the preceding four years from Poland, Britain, France and Germany.

For tactical reconnaissance and ground support the Greek troops were dependent on three army cooperation squadrons and an independent flight, 2, 3 and 4 *Mira* and 2828 *Anexartito Sminos*. 2 *Mira* and 2828 *Sminos* were equipped with 10 and eight Bréguet Bré 19s respectively (10 of which were serviceable) and an Avro 621 Tutor. 3 *Mira* had 16 Henschel Hs 126Ks and a Tutor, and 4 *Mira* 17 Potez 25A2s and a Tutor. Prewar, 2 *Mira* was based at Larissa, 2828 *Sminos* at Dekelia/Tatoi, 3 *Mira* at Lebet, and 4 *Mira* at Amygdaleon, Kavala.

The *Diikisi Aeroporias Stratiotikis Sinergasias* (Army Cooperation Command's) 1 *Mira*, equipped with Bréguet Bré 19s, had become the *Kentro Prokechorimenis Ekpaidefseos* (KPE = Advanced Training Centre) in January 1940. It subsequently took on strength some 12 Avro 621s and 626s and was redesignated 51 *M.P.E.* The squadron was based at Perigiali, Korinthos, and there is no evidence of its ever playing a role in military operations. On December 10, 1940, the C.O. of 1 *Mira*, *Episminagos* (Squadron Leader) L. Gianaris took charge of 2 *Mira* and *Sminagos* (Flight Lieutenant) I. Koutsoukos of 2 *Mira* took over 1 *Mira*.

The acquisition of Henschel Hs 126s to augment the obsolete Potez 25A2s and Bréguet 19A2/B2s was apparently initiated in spring 1938. Klaus Wartmann states that the Henschel Flugzeug-Werke A.G. (HFW) were advised by the *Reichsverband der Deutschen Luftfahrt-Industrie* (RDLI) in July 1938 that the Greek air force was interested in their "multi-role aircraft", whereupon Henschel made preparations to meet an order for 16 to 32 Hs 126s.

Greek officers visited the Henschel works in Johannisthal and Schönefeld in November 1938, and one of them flew a Hs 126. Subsequent negotiations for the purchase of 16 Hs 126s were promising, Wartmann says, problems arising solely because the Greeks wanted to acquire a manufacturing licence at a "minimal price", because they initially distrusted the fuel-injection radial engine, and because Britain was offering Westland Lysanders on credit.

The contract finally signed on April 22, 1939, covered the purchase, for approximately four million *Reichsmark*, of 16 export versions of the Henschel Hs 126 together with five spare engines, maintenance equipment including jigs, dies

and four special presses, and "16 additional bomb installations" (port-side auxiliary bomb racks?), the delivery of the latter was subsequently never requested. The contract made provision for possible follow-up sales of licence-manufacturing parts and materials.

Wartmann says the contract did not cover the mounting for the "flexible weapon" (observer's gun) on each Hs 126 or various other items of equipment, "which surely included the choice of the type of machine-gun", the acquisition of these being left to the purchaser.

A Greek acceptance commission started work at Schönefeld in June 1939, Athens having meanwhile expressed a wish to purchase further aircraft.

When war broke out on September 1, 1939, construction of the 16 export-version Hs 126s had been almost completed, and Greek ferry pilots arrived in late November. However, flights to Greece scheduled for December 6 and 7 had to be cancelled due to bad weather and the first 10 Hs 126s were only able to take off, in two groups, between December 9 and 21. Led by the Henschel works pilots Kaempf, Leisentritt, Kirsch and Fuess, the machines were flown to Athens via Johannisthal, Vienna, Belgrade and Thessaloniki. The remaining six left on January 11, 1940, but owing to adverse weather en route, oil cooler problems and an engine that had to be replaced, the last of the 16 Hs 126s only arrived at Athens on February 7 with Henschel pilot Katzberg at the controls. The first batch of Hs 126s delivered, Wartmann says, included the Werk-Nummern 3901 through 3905.

Athens subsequently sought to purchase further aircraft as Italy adopted an increasingly threatening posture towards Greece, but in May 1940, when the Wehrmacht launched its successful assault on France, the *Reichsluftfahrtministerium* (RLM) embargoed the export of aircraft.

The Henschel Hs 126A-1, on which the Henschel Hs 126K acquired by the EVA was based, was powered by a BMW 132Dc nine-cylinder, direct fuel-injection radial rated at 870 hp at 2500 metres that drove a three-blade, controllable-pitch Hamilton propeller. The Hs 126A-1 had been tried and proven in the tactical reconnaissance, army cooperation, artillery spotting and light bombing role during the Spanish Civil War. A parasol wing two-seater of stressed skin construction throughout, it had fixed, cantilever main landing gear. The trailing edge of the 14.50-metre wing carried metal-frame, fabric-covered, slotted ailerons, and hydraulically operated, camber-changing flaps. The pilot and observer/gunner were covered by a sliding transparent canopy with deflector panels that allowed the latter to operate his gun free of the slipstream. A bay aft of the rear cockpit with a manually operated hatch housed either a Zeiss Rb fully automatic topographic camera or two containers each with five 10kg bombs. An auxiliary rack could be attached to the port side of the fuselage and, braced with struts to the wing and fuselage, used to carry a 50kg bomb or smoke canister. The remaining armament comprised a fixed, synchronized 7.92 mm MG 17 with 500 rounds for the pilot and a 7.92 mm MG 15 on a flexible Arado mounting with 975 rounds in 13 magazines for the observer. The Hs 126A-1 attained a maximum speed of 309 km/h at sea level, 353 km/h at 3000 metres and 347 km/h at 4000 metres,

a normal range of 580 km at 270 km/h at sea level or 720 km at 333 km/h at 4200 metres, climb to 600 metres in 3.5 minutes and to 4000 metres in 7.2 minutes, and a service ceiling of 8200 metres.

The Hs 126A-1 was succeeded on the production line from about September 1939 by the Henschel Hs 126B-1. This differed, as William Green states, "primarily in having the BMW Bramo Fafnir 323 A-1, A-2, Q-1 or Q-2 nine-cylinder radial with two-speed supercharger and direct fuel injection, driving a VDM 9-111 29 or 63 three-blade variable-pitch airscrew." Green notes that the Hs 126B-1 offered better short-field and altitude performance than the Hs 126A-1. There was very little external difference between the two subtypes.

The suffix "K" (*Kampf*, i.e. combat) appended to the designation of the Hs 126s delivered to Greece indicates they were neither standard Hs 126A-1s nor Hs 126B-1s, i.e., that some items of equipment were not identical with those fitted on the Luftwaffe versions and/or that modifications had been specified by the EVA. The subtype is clearly identified as a Hs 126K-6 by a manual, *Egkolpion heirismou tou aeroplanou Hensel (Henschel) Hs 126K6*, and it also referred to as such in "Luftwaffe Short-Range Reconnaissance Aircraft" (Schiffer Publ.) It was powered by the Bramo 323A-2, driving a VDM 9-11240 VI propeller, had Hs 126B-1 main landing gear, and radio was installed. The armament comprised two asymmetrically-mounted 7.92 mm FN Brownings for the pilot and a similar gun on a flexible mounting for the observer. There were twin tear-shaped blister fairings on the access panels immediately in front of the windshield to house the bulkier FN Browning breeches, and the pilot was provided with a ring-and-bead sight instead of a Luftwaffe *Reflexvisier*. Locally manufactured "American-type" 50kg and 14kg bombs were carried on racks of EVA design fitted under the fuselage just behind the landing gear, under the pilot's cockpit, and in the bay behind the observer's cockpit. A drawing and a table in the manual shows maximum bomb loads of 312kg or 324kg, comprising either 2 x 50kg + 2 x 50kg + 8 x 14kg or 2 x 50kg + 8 x 14kg + 8 x 14kg. The bomb release sequence was always from aft forward, the bombs in the bay being dropped first and those behind the landing gear last. Lighter bomb loads were always carried only on the forward racks. The manual does not provide a technical drawing of the bomb racks, but they are visible, if not clearly, in photos of *Sigma* 39 and *Sigma* 43. No bombs were carried when the camera was installed in the bay behind the observer's cockpit.

Ledet notes that the outbreak of war led not only to the requisitioning by the *Armée de l'Air* of some of the Potez 633B2 grec and Bloch MB 151 C1s ordered by Greece, but also terminated the supply of spare parts from France, Britain and Germany. The problem was partly solved, he adds, by the *Kratikon Ergostasion Aeroplanon* (KEA = National Aircraft Factory) which copied original parts to manufacture spares. The KEA had been set up in the 1920s to licence-build Blackburn T.3A Velos torpedo bombers and Armstrong Whitworth Atlas aircraft for the Hellenic Navy. Initially managed by Blackburn's, the factory was taken over by the state when the management contract lapsed on January 1, 1938. According to Hellenic Wings, "The factory ... proved instrumental in producing substitutes for foreign spare parts to overcome relevant shortages, especially after the outbreak of World War II. For example, in 1939 the factory produced the mechanical

parts for the assembly of 32 (sic) Henschel Hs 126s since it was impossible to import them from war-torn Europe. Similar substitution works took place in 1940; the factory manufactured spare parts for Potez 633s, Avro Ansons and Dornier Do 22s."

On strength.

On delivery to EVA the Henschels were given the codes *Sigma* 31 through *Sigma* 46 and used to re-equip 3 *Mira Paratirisis* (3 MP = 3 Observation Squadron), whose Bréguet Bré 19s were presumably taken on strength either by 1 and 2 *Mire* or perhaps used to form 2828 *Sminos* (2828 Flight). Usually known as 3 *Mira Stratiotikis Sinergasias* (3 MSS = 3 Army Cooperation Squadron) and coded 3003, the unit was more popularly referred to as the "Mira Henschel".

The entire squadron was initially based at Lebét near Thessaloniki with aircrew comprising 23 officers and seven NCOs and ground personnel totalling 220 officers and other ranks. But in September 1940 with the likelihood of war with Italy growing day by day, the unit was put on alert and, soon afterwards, divided into two *Anexartita Smini* (independent flights), each with eight aircraft. 3/1 *Anexartito Sminos* or "1313" continued to operate from Lebét with *Sminagos* (Flt Lt) Spyridon Nanopoulos and later *Sminagos* Stylianos Manoukas in command, but 3/2 *Anexartito Sminos* or "2323" was posted to Néa Kouklaina near Verroia under *Sminagos* Pantelis Bakolas and then *Sminagos* Thomas Papanastasiou. (By October 30, 1940, 2 *Mira* had relocated to Kozani, 2828 *Sminos* was at Tanagra on October 28, 1940, but later moved to Ioannina, and 4 *Mira* was still at Amygdaleon.)

Camouflage and Markings

In EVA service, the Henschels were at first operated wearing a three-colour upper surface splinter camouflage scheme applied by the factory. According to a drawing in the official manual, the colours were RLM 61 Dunkelbraun, RLM 62 Grün and RLM 63 Lichtgrau. The undersurfaces were painted RLM 65 Hellblau, the spinners RLM 02 Grau. The manual shows blue/white/blue roundels in four positions, covering almost the full chord of the wing, on top and underneath, and overlapping onto the ailerons, but the roundels actually painted on the upper surfaces were far smaller. The code, e.g. *Sigma* 35, was painted on the fuselage sides to the fore of the fin leading edge in large black characters. The manual shows blue/white/blue vertical stripes painted on the rudder, the front stripe also covering part of the fin, but these were never applied.

A new camouflage scheme consisting of green and light earth over pale blue had been applied by October 1940. Some drawings show the upper surface colours applied in Luftwaffe splinter style, but photos, e.g. those of *Sigma* 39 and *Sigma* 43, show the green and light earth applied in large, irregular wavy-edge patches as on EVA PZL P.24 fighters, and in a different pattern on each Henschel. The undersurface colour was probably still the factory-applied RLM 65 Hellblau.

New markings had also been applied. These consisted of roundels on the fuselage aft of the rear cockpit, their diameter being about half the depth of the fuselage, and the individual aircraft code aft of the fuselage roundels in large white (instead of black) characters almost exactly the size of the diameter of the white circle in the roundels. (A photo of a

Dornier Do 22 with wheeled landing gear coded *Sigma 81* shows that white codes were also worn by other army cooperation aircraft in 1941.) A *tsarouhi* (Greek shoe as worn by Evzones in parade uniform) was painted just aft of the observer's cockpit level with the centre of the roundel. The roundels on the upper surfaces of the wings were deleted, those on the undersurfaces reduced in size to about one-third of the chord. (Some sources say all the wing roundels were deleted when the new camouflage scheme was applied, and that the small roundels were painted on the wing undersurfaces by January 1941 following damage by friendly fire.) No stripes were painted on the rudder.

A photo of a Henschel wearing export-style camouflage shows the bomb aiming lines painted on the fuselage as on Luftwaffe Hs 126s. The photos of *Sigma 39* and *43* show the lines were painted over when the new camouflage scheme was applied.

(A photo which has appeared in some publications shows three Henschel Hs 126s in flight wearing what at first sight appear to be EVA roundels and additional markings, e.g. fuselage badges and bands, and horizontal stripes on fin and rudder. Greek sources state the photo was originally one of Luftwaffe Henschels that was later retouched for sales promotion or propaganda purposes. No EVA Henschel ever wore the markings shown.)

The Hellenic-Italian War

On October 28, 1940, *3/1 Sminos* and *3/2 Sminos* were still at Lebét and Néa Kouklaina. In the course of subsequent operations both *Smini* were successively relocated to various bases in western Macedonia, not all of which have as yet been identified. According to the EVA Order of Battle provided by Shores, Cull and Malizia, the two flights had a total of 15 Henschels on strength and the C.O. was *Episminagos* (Sqn Ldr) Dimitrios "The Dervish" Paliatseas. Michel Ledet shows 15 Henschels on strength in AVIONS No.44 (November 1996) but 16 in Batailles Aeriennes No.15 (January-March 2001). Hellenic Wings shows 16 on strength but only 15 serviceable.

The Henschel attacked by Italian fighters on October 28 and crewed by *Iposminagos* (Flying Officer) Spiridon Nanopoulos and *Episminagos* Spiliotzouvalos, was on a reconnaissance sortie after 1000 hrs when it was spotted by three Fiat CR 42s of 393^a Squadriglia, 160^o Gruppo Autonomo, patrolling the Drenova area. *Tenente* Mario Gaetano Carancini attacked and fired several bursts of 12.7 mm rounds. According to Shores, Cull and Malizia, Carancini shot down the Henschel east of Darda (Dardhe), but the crew survived unhurt. Ledet says Carancini put more than thirty rounds into the Henschel, but the Greek pilot took evasive action, shook off the Fiats and managed to land on a Greek airfield where the Henschel was repaired. Greek sources state the machine landed at Kastoria, that there were more than thirty bullet holes in the wing, but the crew had escaped unscathed. (There is no reference to this encounter in Hellenic Wings.)

On October 29 the weather was so bad that there was no air activity by either side - a situation that was to recur throughout the grim Balkan winter of 1940/41. It was still foul for the next few days, but on October 30, the day before the first Greek counter-attack, both air forces were again active

with the Henschels (of *3/2 Sminos*?) now operating from Kastoria. Shores, Cull & Malizia state that "Greek Hs 126s of 3 *Mira* carried out repeated sorties over the Kastoria area of north-west Greece in the Epirus sector, where Italian fighters on patrol hunted for them. Early in the day a trio of (Fiat) CR 32s of 394^a Squadriglia were scrambled from Koritza, intercepting a pair of Henschels, but *Ten* Mario Frascadore, the formation leader, suffered a guns stoppage, and the reconnaissance aircraft escaped into cloud. Somewhat later *Ten* Col Zanni, commander of 160^o Gruppo, led off five CR 42s of 393^a Squadriglia, and these also encountered a pair of Henschels as they were making for the lines. *Serg* Magg Walter Ratticchieri at once attacked and shot down one, while *Ten* Col Zanni gained hits on the other before it escaped into cloud, obviously heavily damaged; the Henschel gunners had put up a spirited defence, several of the Fiats suffering damage from return fire." Both Greek aircraft were lost. One, *Sigma 44* of *3/2 Sminos*, crashed near the village of Vasiliada, northeast of Kastoria. The pilot, *Anthiposminagos* (Pilot Officer) Evangelos Giannaris, was killed - the EVA's first official casualty of the war. The second Henschel crashed on Mount Smolikias, *Anthiposminagos* Lazaros Papamihail and *Episminias* (Sergeant) Constantinos Gemenetzis being killed. Giannaris was posthumously promoted to *Iposminagos* and awarded the Distinguished Flying Cross.

Having already lost two, if not three, of its Henschels by the close of the second day of hostilities, 3 *Mira* continued to see intensive action and was, as William Green notes, "frequently operating in the ground-strafting role". Typical of these sorties were those of November 21/22 when, on the first day and despite very bad weather, three Henschels crewed by Koniotakis/Voutsinas, Karatzas/Papadimitriou and Sideris/Tzamouranis attacked and scattered by constant strafing from about 300 metres a nearly 8 km-long Italian column in retreat on the Koritsa (Korce) -- Maliki Lake -- Pogradec road. (The advancing Greek forces had already captured Koritsa and Leskovik, recrossed the Kalamas/Thiamis river and established a foothold on Albanian territory.) The Henschel crews resumed their attacks on the next day, together with 15 Potez 633B2s, Blenheim Mk IVs and Fairey Battles of 31, 32 and 33 *Mire*.

One of the Henschels was lost after attacking the Italian column. According to Hellenic Wings, it was shot down by Fiat CR 42s scrambled to defend the retreating Italian units. Shores, Cull and Malizia also suggest it fell victim to Fiat CR 42s. But Ledet, and some Greek sources, say the Henschel was brought down in flames by Greek anti-aircraft fire over "Kapetista" (Repetista NW of Ioanina?) in the Morova Mountains area. *Anthiposminagos* (Plt Off) Dimitrios Sideris was killed, being found in the wreck still strapped to his seat. *Anthiposminagos* Georgios Tzamouranis suffered severe facial injuries, but managed to bale out, "landed" in the Devoli river on Albanian territory, and survived. Sideris was posthumously promoted to *Iposminagos* and awarded the Distinguished Flying Cross.

Greek sources state that, in the course of the November and December 1940 battles, at least six Henschels were fired on, and hit, by anti-aircraft gunners of the Hellenic 3rd Army Corps. These incidents led to roundels being painted on the undersides of the Henschels' wings - and those of other EVA aircraft - by early 1941.

On December 14, as research by Šime Oštrić has confirmed, a Greek reconnaissance aircraft strayed into Yugoslav airspace. At 1300 hrs the aircraft circled over villages around Capari. At 1315 hrs a "monoplane" coming from Greece via "Kremence" (Kremenica) flew over Bitolj (Bitola) at an altitude of 400 metres, was fired on by anti-aircraft guns at 1317 hrs, and flew off in the direction of "Djavante" (Djivat?). At 1340 hrs an aircraft flew low over Kozani (Kažani), dropped a container with a message in Greek and fired signal rockets. Shores, Cull and Malizia state that "on 14 December, 1940, Sgt Vučević in his Hurricane forced a Greek Hs 126 from 3 *Mira* to force-land near Bitolj, the crew being interned". Serb sources say the interception was by *Narednik* (Flight Sergeant) Savo Vujović flying one of the 33. *grupa* (4. *puk*) Hurricanes then based on the auxiliary airfield at Malo Konjare west of Prilep. Moreover, a photo found by Šime Oštrić and marked "14 December, 1940, Skoplje" shows the intercepted aircraft to have been an RAF Lysander. Apparently both crew and aircraft were ultimately allowed to return to Greece, presumably after April 6, 1941.

By December 1940 3/2 *Sminos* had lost so many of its machines and crews that in mid-month it was absorbed by 3/1 *Sminos*, 3 *Mira* thus becoming a single unit based at Néa Kouklaina under the command of *Episminagos* (Sqn Ldr) Stylianos Manoukas. (Ledet states that an Italian attack on the airfield at Florina on November 27, 1940, had resulted in the destruction of all of 3/2 *Sminos*' Henschels.) At about this time two Henschels were detached to Koritsa, which was occupied by Greek forces, to form the *Prokechoriméno Aeroporiko Apospasma Koritsas* (Forward Air Detachment, Koritsa).

In January 1941, according to Hellenic Wings, "The army cooperation squadrons' inventory included four Henschel Hs 126s and ten Dornier Do 22s".

Alexandre Karatzas notes that "3 *Mira*, equipped with Hs 126s, had given good service as regards reconnaissance, light bombing and harassment of Italian troops, though not without losing several aircraft and crews. The old Potez 25s of 4 *Mira* had finally been judged inadequate for effective missions at the front and their sorties were restricted to Greek territory. The case of the last Bréguet 19s which, at the beginning of the war, still equipped 2 *Mira* and 2828 *Sminos*, was identical. The old biplanes had given all they could; having suffered heavy losses, they had detected the advance of the Italian Julia Division, which was at the time considered to be 'the most valuable information of the war' (*l'information la plus précieuse de la guerre*). However, continuing to fly combat sorties in the slow Bréguets was comparable to suicide. In any case, 2 *Mira* had practically ceased to exist after the Italian attack on Kozani on November 27, 1940. The last Bréguet 19s were therefore being used as trainers." (NB: Karatzas actually says 2 *Mira* flew Potez 25A2s and 4 *Mira* Bréguet Bré 19s, but this has to be a proofreader's error as all other sources, including Hellenic Wings, state that 2 *Mira* was equipped with Bré 19s and 4 *Mira* with Potez 25s. The quote has therefore been amended accordingly.)

But 12 *Mira Naftikis Sinergasias* (12 MNS = 12 Naval Cooperation Squadron) had lost not one of its 12 Dornier Do 22 Kg floatplanes although these had been flying patrols and escorting convoys since the beginning of hostilities. Despite the Navy's protests, eight of the Do 22Kg's were therefore

converted to landplanes by fitting the wheeled landing gear in stock, and used to re-equip 2 *Mira*. (According to Hellenic Wings, 10 Do 22s were converted to land planes.) The switch from Bréguet Bré 19s to Do 22Kg's necessitated conversion training which had to be augmented by night flying exercises as bombing after dark was to be one of the squadron's major roles. Fitting the wheeled landing gear and training took months to complete, and 2 *Mira* was not moved to Katsikas airfield, near Ioannina, and ready for action until early in April 1941.

On January 6, 1941, the Henschel coded *Sigma 33* and crewed by *Iposminagos* Spyridon Nanopoulos and the C.O. of 3 *Mira*, *Episminagos* Dimitrios "The Dervish" Paliatseas, was shot down by Italian anti-aircraft gunners. Both officers were killed. They had been flying daily patrols over the front lines in the Pogradec area for about a month whenever the weather permitted.

From about January 12 through January 26 adverse weather militated against flying, which was impossible on January 17 and 18, and severely limited on other days. An RAF squadron trying to relocate aircraft and personnel from Larissa to Ioannina encountered virtually impassable roads and night temperatures down to -35.5C (32°F below freezing).

No information is currently available in respect of sorties flown by the surviving 3 *Mira* Henschels in the latter part of January, February, March or early April 1941. It is very likely that, in addition to adverse weather, combat damage, a shortage of spare parts and time-consuming make-do repairs imposed limits on what could be attempted.

Operation Marita

Early on April 6, 1941, Hitler launched the assault on Greece and Yugoslavia, Operation Marita, to rescue the Italian army in retreat in Albania and to prevent British forces from establishing bases in Greece from which bombers could raid the oil fields in Romania vital to the German war effort.

3 *Mira* is known to have been based in the Ioannina area from April 11 through April 13, but apparently flew no sorties as no requests for action were received because the lines of communication had broken down under the Luftwaffe onslaught.

While relating that 2 *Mira* was withdrawn from Katsikas on about April 18 to Agrinion in western Greece, Karatzas notes that "It was there that a great number of Greek, English and even Yugoslav aircraft had found refuge fleeing to the south. On the part of the Greeks, there were 2 *Mira* with its Do 22Kg's and 3 *Mira* with its Hs 126s, having just left its base at Koritsa."

Both *Mira* were still at Agrinion when, on April 22, the airfield was strafed by Messerschmitt Bf 109s with devastating effect, five of the Do 22Kg's and all but one Henschel being destroyed. *Anthiposminagos* Georgios Kitariolos of 3 *Mira* was badly wounded and died in hospital in Agrinion on May 2. Later in the day the last serviceable Henschel, crewed by *Iposminagos* K. Koniotakis and *Iposminagos* G. Antonakos, was flown to Argos in the Peloponnese to join the surviving Potez 25s of 4 *Mira*, PZL P.24s of 23 *Mira*, and some EVA Avro 621 Tutors, Avro 626 Prefects and other aircraft, as well as RAF Hurricanes.

On April 23 Argos was successively attacked by Dornier

Do 17Zs, Junkers Ju 88s, Bf 109s and finally, at about 1800 hrs by some 40 Bf 110s of 1/ZG 26. Shores, Cull and Malizia state that "Almost all the Greek aircraft had been destroyed, the Luftwaffe claiming 53 destroyed at Argos during the day".

Klaus Wartmann notes that German forces advancing into Greece in April 1941 found a damaged Henschel Hs 126 coded *Sigma 43* on an abandoned Greek airfield. He doubts that this machine or any other Greek Henschel was ever used by the Luftwaffe although he cannot disprove claims to the this effect.

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Author's notes

To facilitate identification of locations mentioned in the text the correct present-day Greek place names transliterated as shown on good maps have been used throughout except in a quote, e.g. Thessaloniki, not Salonika, Elefsis, not Eleusis, and Ioanina, not Yanina.

Alternative Albanian place names are shown in parenthesis, e.g. Koritsa (Korce). Yugoslav place names are given as in 1940/41 with the present-day Macedonian in parenthesis, e.g. Skoplje (Skopje) and Bitolj (Bitola).

Zbigniew Luranc's excellent scale and detail drawings have not been reproduced because they are copyright.

As on a previous occasion, I owe sincere thanks to Stamatis J. Andreou for reference material, information, advice, and correcting my draft manuscript. I owe special thanks to Yannis Trypitsis for xeroxes of pages from the manual referred to, photos, explanations and advice. I must also thank Šime Oštrić for taking the time and trouble to consult official Yugoslav archives on my behalf. -- Sid Napier.

The Model

The Henschel Hs 126 has been kitted in 1/72nd scale by Airfix, Italeri and Matchbox. All three kits were reviewed by Roger Wallsgrove in Scale Models 06/91 and The Mushroom Monthly of June 1991 with reference to photos and William Green's "Warplanes of the Third Reich". Zbigniew Luranc's more recent scale and detail drawings show Roger's assessments of kit accuracy were very much to the point. His findings can be summarized as follows: Airfix, mostly correct - except for the wing; Italeri, several major inaccuracies - except the wing; Matchbox, major inaccuracies including the

wing. A model of an EVA Hs 126K was therefore built as described below by cross-kitting the Airfix and Italeri kits with reference to Luranc's drawings, the cutaway drawing in Green's book, and photos in Batailles Aeriennes No.15.

Wing: The shape of the Italeri wing is almost spot on except for slight excess sweepback, a missing compass, the strut location points, and the landing lights. The Airfix wing has too much sweepback, the shape of the trailing edge and ailerons is wrong and the compass grossly overscale - but the location points for the cabane and main struts are correct. So plug with drawn sprue the strut holes in the lower part of the Italeri wing (Part 42), then tape it to the lower half of the Airfix wing (Part 43), taking care to ensure that the leading edges of the outer end of the Italeri part are matched to the leading edges of the Airfix part while the centre section of the Airfix lower wing projects over the leading edge of the Italeri centre section. Now drill new strut location holes in the Italeri part using the Airfix part as a jig. Next plug the starboard landing light in the Italeri wing with Part 48 and filler, and move the port landing light its own width inboard. Join Italeri Parts 42, 49, 50 and 51 to assemble the wing. (Part 51 is a miserable fit and has to be underlaid with 0.25 mm card and padded on both sides with 0.125 mm card to obtain a level surface and load-bearing joint.) Finally, sand down the grossly exaggerated ribs on the ailerons and flaps, sand the trim tabs almost flush with the aileron trailing edges, adding three actuators to the underside hinge lines of the ailerons, insert a compass fairing in the trailing edge of Part 51 (a round, wedge-shaped piece of drawn sprue 1.5 mm in diameter at the face), rescribe the underwing panel lines obliterated while sanding down plugs, and drill bracing wire holes next to each cabane strut hole.

Fuselage: Assemble Airfix Parts 1,2, 3 and 4 to make the pilot's cockpit, thinning the sides of the seat, enlarging the hole in the spade grip of the control column and adding seat belts. Discard Airfix Part 6 and make a new floor for the observer's cockpit similar at the aft end to Italeri Part 4 but longer and adding transverse strips of thin drawn sprue to simulate the stiffeners (corrugations?) in the real aircraft. Do not attach the camera (Italeri Part 5) as this should be aft of the floor above the belly hatch of the camera/bomb bay behind the cockpit. Because the mono-leg support of the observer's seat was attached to the port side of the fuselage near the floor and not the centre of the floor, modify Airfix Part 7 accordingly. (The easier solution is to show the seat folded with the padded top against the sidewall.) Do not plug the hole in the floor. Make a bulkhead to close off the bomb bay and simulate the bomb magazines. The mounting for the observer's gun on Part 10 is too thick, too wide and too high. Saw off, thin to not more than 0.5 mm, reduce width to 1.5 mm and length to 4.5 mm. Attach a 1.5 mm disk of card low down in the centre of Part 10 and cement the lower end of the mounting to the disk so that it stands clear of the cockpit edge. Now assemble the fuselage using Airfix parts 8, 9, 10 and 11. (Parts 4 and 12/18 could be used, of course, but the observer figure has abnormally long legs.) The Airfix fin/rudder assembly is offset with the leading edge to port, which is right, but the areas under the fin appear excessively asymmetrical and need a little attention with putty and sanding. Scribe the bomb bay hatch and doors. Remove the MG 17 muzzle on the nose of Part 9 and deepen the gun trough. On

Part 11, cut and file a shallower gun trough about 1.5 mm wide, the upper edge of which should 5.0 mm from the upper edge of the gun trough on Part 9. Insert pieces of rod to simulate gun barrels. Make and attach two tear-shaped blister fairings (7.0 mm x 3.0 mm x 1.0 mm) 3.0 mm in front of the windshield frame and the width of the central windshield glazing apart. Cut away the blobs of plastic intended to simulate the exhaust stubs and replace with sections of 1.5 mm diameter tube that will end 0.5 mm behind the cooling air exhaust flaps. Either leave or remove the oil cooler behind and below the engine cowling depicted by the Airfix kit, but note that Luranc shows the dimensions to be 3.0 x 4.5 mm. (The oil cooler was retractable and no available photo showed it lowered when a Hs 126 was on the ground. Only two photos were found showing it lowered in flight, and it appears to have differed in profile between the A-1 and B-1 versions.) Build up the area around the oil cooler or oil cooler hatch with 0.25 mm and 0.125 mm card to slightly deepen the fuselage as shown by Luranc. Drill two holes, one 0.5 mm and the other 1.0 mm in diameter, next to the starboard side of the oil cooler, the smaller in front. Drill and file a semi-circular hot-air exhaust opening (6.0 mm circle) between the landing gear legs with the flat side on the panel line, then insert a curved piece of 0.25 mm card at an angle to represent the deflector panel. Reshape the carburetor air intake on the starboard front fuselage (when viewed from above it should be triangular in shape with the face sloping about 35-40 aft) and re-face with thin card scored to represent the intake grill. Two and 14.0 mm in front of the pilot's cockpit drill two pairs of holes 3.0 mm apart for the cabane bracing wires. Attach the landing gear legs (Parts 20 and 22), then the generator (Part 49). Leave Parts 50 and 56 until the model has been assembled.

Canopy: Fit Airfix Parts 13 and 16 as directed. Add either Parts 14 and 15 or thinner substitutes. Note that the two latter are not visible on any photo of an EVA Hs 126 (which may be due to the quality of the photos), and that the curved roof of the canopy was not divided in two by a section of frame as depicted by Airfix.

Armament: No photos show a bombed-up EVA Hs 129K-6, and the bomb racks pose a problem as no drawings are available. The simple solution is to depict the aircraft in its "camera only" reconnaissance configuration. An alternative is to guess and scratch-build "plug-in" racks with a pair of 50kg (112 lb?) U.S.-type bombs to depict a light bomb load, an assembly that could be corrected if technical drawings surface at some future date. For the observer's gun use an Aeroclub US Browning (ABG019), not Airfix Part 17.

Tail assembly: Airfix Parts 33 and 36 fitted as supplied exhibit differing degrees of sweepback. So modify the tailplane roots (particularly that of Part 36) and use filler to attach the tailplanes so that the two elevator hinge lines form a single straight spanwise line. Add an aerial attachment post to the top of the rudder or, alternatively, cut off the Airfix rudder, plug the gaps in the back of the fin and fuselage, and fit Italeri Part 27 after modifying the hinge line and sanding down the exaggerated ribs.

Landing gear: EVA Hs 126s were operated without mainwheel fairings (spats), without the lower undercarriage leg fairings, and without the mudguard on the tailwheel. So remove the "fairings" from the lower legs of Airfix Parts 20 and

22 by cutting/sanding off plastic to a straight-line point 8.0 mm from the bottom end of each. The resulting unfaired legs look fragile, so fill the notches with strips of sheet or drawn sprue (not filler) and reinforce with short pieces of ca 0.3 mm steel wire plugged into the upper, thicker parts of the legs and bonded to the lower. To represent the landing gear in the on-ground, under-load position, the tips of the "axles" should be 46.0 mm apart. With Parts 20 and 22 thus attached there will be gaps in the undersides of the leg-to-fuselage joints that need to be filled, preferably with scraps of card to ensure a strong joint. Use the Airfix wheels (Parts 19 and 21). Sand off the mudguard on the Airfix tailwheel (Part 39).

Engine unit: Photos and Luranc's drawings show that Airfix has got the engine assembly and propeller right. But the cooling-air exit flaps are far too thick, so scrape and sand to obtain a knife edge, then separate the individual flaps with razor saw cuts. Assemble Parts 27, 28, 29, 30, 31 and 32 after painting everything except the outside of the cowling. The spinner-to-propeller joints (Parts 31 and 32) need attention after assembly.

Final assembly: Use Airfix Parts 40, 41, 45, 46, 47 and 48 to attach the wing to the fuselage, after first deflashing all the struts, filling sink holes and making sure locating holes are wide enough to ensure an easy fit. Also first paint the underside of the wing, the cabane struts, and the fuselage. In addition, decal the fuselage as it will be easier to do at this stage. Attach the engine unit after the wing. Leave the propeller, Parts 50 and 56, the observer's gun and the aerial mast on the wing to last.

Painting: As suggested by Greek modellers for the 1940/41 scheme, Xtracolor X808 Afrika Korps Tan Yellow and X115 USMC Field Green were used for the upper surfaces, and X602 Russian SU 27 Flanker Light Blue for the undersurfaces of the model illustrated. The patches of Field Green were applied over the Tan Yellow in a pattern similar to, but not fully identical with, that visible in a photo of *Sigma* 43, some parts of the pattern necessarily being guesswork. The cockpit interiors and insides of the canopy frames were painted X201 RLM 02 Grau, with details picked out in Humbrol (H) 182 Black Grey and wear simulated by drybrushing with H 56 Aluminium. The propeller blades were painted H 91 Matt Black Green, the spinner X808. The engine and cowling interior were first painted H 11 Silver, after which the cowling was given a single and the engine several selectively applied washes of Model Master Burnt Metal. The wheels were painted H 85 Coal Black, the tyres H 67 Matt Tank Grey. (If attached, a bomb should be painted a medium grey.) The machine-guns were painted H 85.

Decalling: Calculations based on Luranc's scale drawings and photos of *Sigma* 39 and *Sigma* 43 indicate markings for a 1/72nd scale model should be as follows.

Fuselage: Medium blue/white/medium blue roundels 9.00-10.0 mm in diameter centred 12.0 to 13.0 mm aft of the rear cockpit with the upper edges 2.0 mm lower than the cockpit side. A white *Sigma* and two numerals, all approx. 6.1 x 3.3 mm in size, their height corresponding with the diameter of the white ring in the roundel with which the complete code should also be in line. The characters of the code should be 20.0 mm, 25.0 mm and 29.0 mm aft of the cockpit, the complete code being about 10.0 mm wide. A "3" should have an upper half like that of a "7" and a rounded lower half. A "4"

should resemble a right-angle triangle and have projecting upright and crossbar ends. (A black *Sigma* 37 on a decal sheet still in circulation is not only overscale but the *Sigma* and "3" are the wrong shape.)

Wings: Medium blue/white/medium blue roundels 9.0-10.0 mm in diameter under the wings centred 10.0 mm from the leading edges and 11.0 mm from the wingtips.

Sid Napier (SAFCH #1521), Burgstrasse 2, CH-4107 Ettingen, Switzerland.

Photos captions (All photos via Yannis Trypitsis.)

Cover Photo: An access panel in front of the port-side FN Browning is open and part of a ventral bomb rack is visible between the two men in the middle. Note the factory-finish camouflage.

Page 2 (upper left): A "2-in-1" combination photo of a PZL P.24 and HS 126K-b line-up. Note the 3-colour upper-surface camouflage, the small wing upper-surface roundels close to the tips, and the absence of rudder flashes.

Page 2 (upper right): The port-side FN Browning is visible between the cabane struts on the second Hs 126K-6 from the

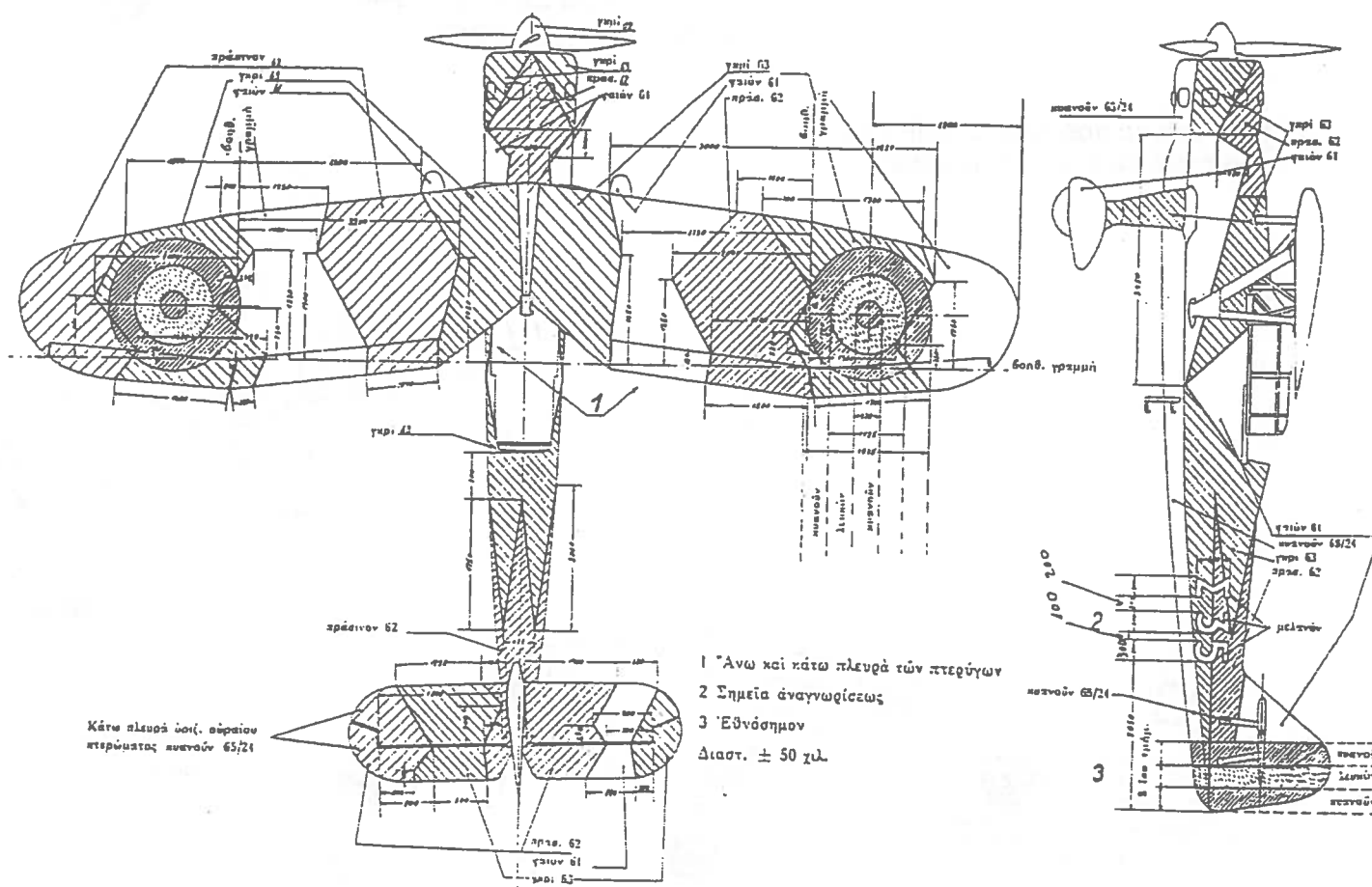
right.

Page 2 (lower): The large wing under-surface roundel is visible on the second Hs 126K-b from the left in the back row.

Page 36 (upper): *Sigma* 39 - Two ventral bomb racks are visible aft of the landing gear and under the pilot's cockpit. Note the light earth/green upper-surface camouflage and white code characters.

Page 36 (lower): *Sigma* 43 - A photo taken after the capitulation of the Hellenic armed forces. The camouflage pattern differs markedly from that of *Sigma* 39. The *tsarouhi* emblem is visible to the fore of the roundel. The front ventral rack for 2 x 50kg bombs is visible level with the strut-fuselage attachment point.

[Editor's Note: This article is being simultaneously published in the SAFO and the MMM (Mushroom Model Magazine). MMM subscription rates are currently £13 UK, £15 Europe, £17 worldwide (surface), £19 (air), for 4 issues. Mushroom Model Publications, 36 Ver Road, Redbourn, Herts AL3 7PE, UK. rogerw@waitrose.com. www.mmpbooks.biz.]



Χρωματισμός αποκρύψεως 'Αεροπλάνου

Brazilian TBM-3 Avenger

Antonio P. Linhares

The Grumman Avengers arrived at Rio de Janeiro on 2 February 1961 aboard the Brazilian aircraft carrier Minas Gerais. On board were three TBMs, two from Holland where the Brazilian crews had been trained, and a third from the French Navy. This latter had been based in North Africa and was received in excellent flying condition.

At first, the Brazilian TBM-3 were painted overall midnight blue and were given identification numbers 1 to 3. The roundel of the Brazilian Navy was carried in the usual six positions.

On 1 September, Avenger #2 (N-502) lost lift while taking off from the Minas Gerais and crashed into the sea off Ponta Negra (RJ).

Avenger #1 (N-501) did not have a dorsal turret and it was painted overall white with the engine cowling and wing

tips in Dayglo Red. 'NAVY N-501' was painted in black on both sides of the fuselage with 'N-501' repeated in black on the upper starboard and the lower port surface of the wing. An anchor was painted on the upper port and lower starboard wing surfaces and the Navy roundel was carried in four wings positions. The rudder carried blue, yellow, and green stripes.

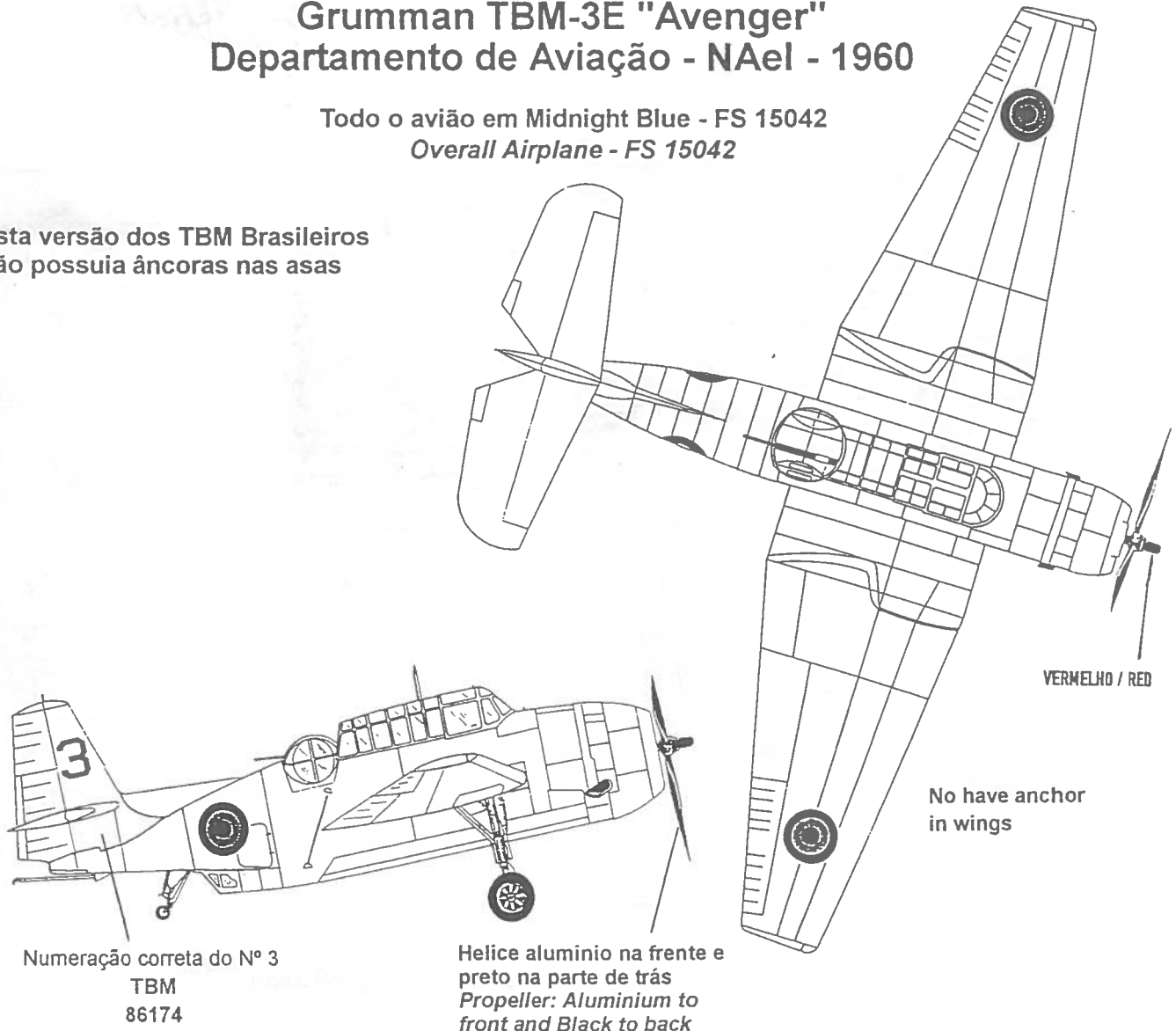
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This article first appeared in the magazine of IPMS Brazil. It was translated by Nancy Sharrock and is reprinted here with the kind permission of IPMS Brazil.

Grumman TBM-3E "Avenger" Departamento de Aviação - NAel - 1960

Todo o avião em Midnight Blue - FS 15042
Overall Airplane - FS 15042

Esta versão dos TBM Brasileiros
não possuía âncoras nas asas



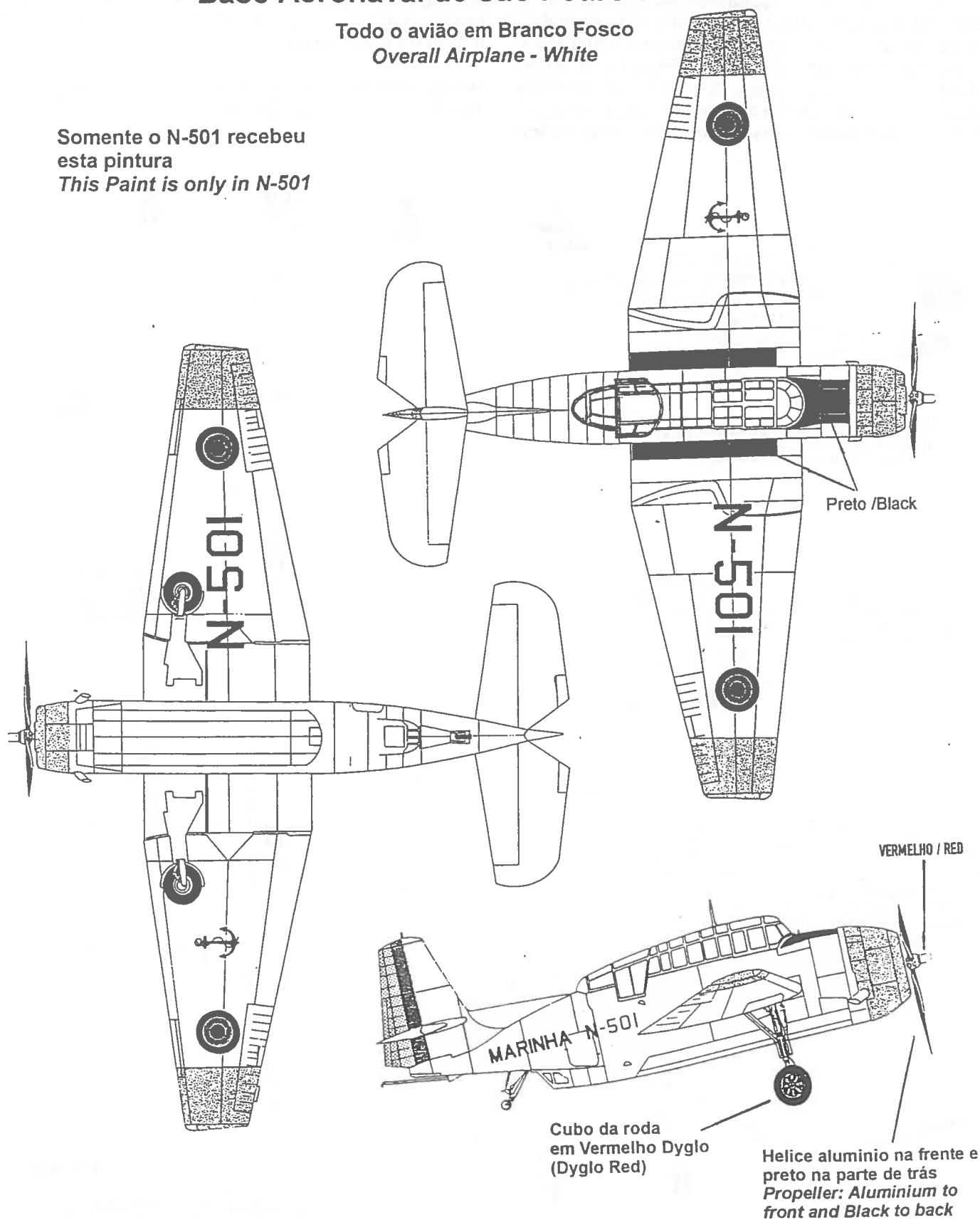
Grumman TBM-3S "Avenger"

Destacamento Especial de Aeronaves do CIAAN - 1962

Base Aeronaval de São Pedro da Aldeia

Todo o avião em Branco Fosco
Overall Airplane - White

Somente o N-501 recebeu
esta pintura
This Paint is only in N-501



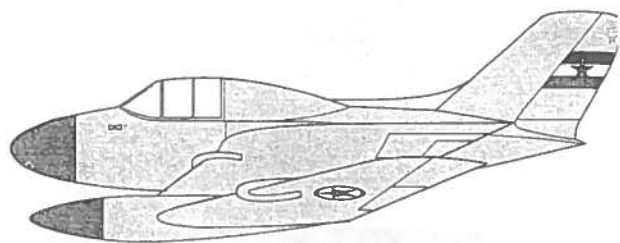
Ikarus 453 MW:

Nenad Miklusev

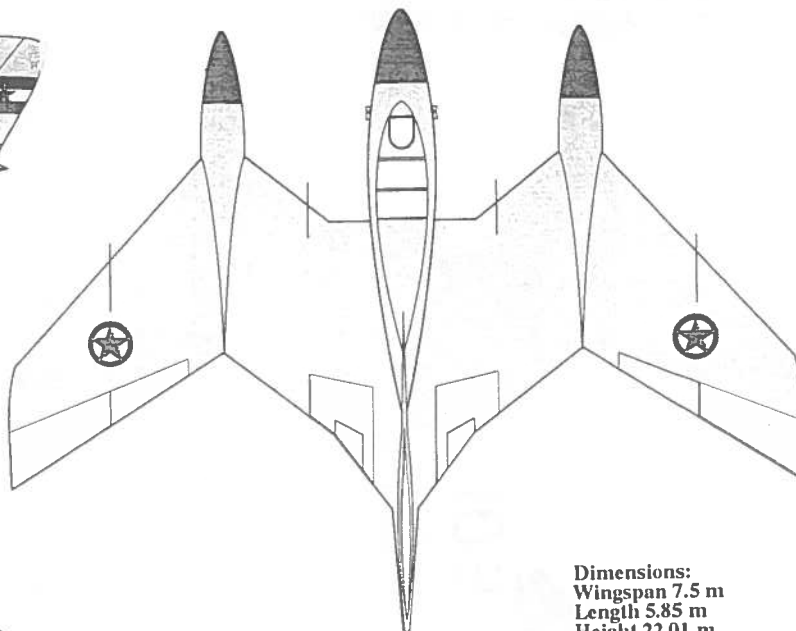
During 1952-53, the Yugoslav General Directorate of Aviation Industry, lead by Ing. Levacic and Col. Beslin worked on various projects searching for the optimal airframe to use the low-power Turbomeca jet engines. Project GDVI-9 was the Ikarus 453 MW glider, a test bed for an aircraft to be powered by two Turbomeca Marbore jets. Sadly, this interesting project was abandoned when, on landing after the first

test flight, the glider overran the runway because of an unexpectedly strong "ground effect". The pilot was unhurt, but the glider was written off.

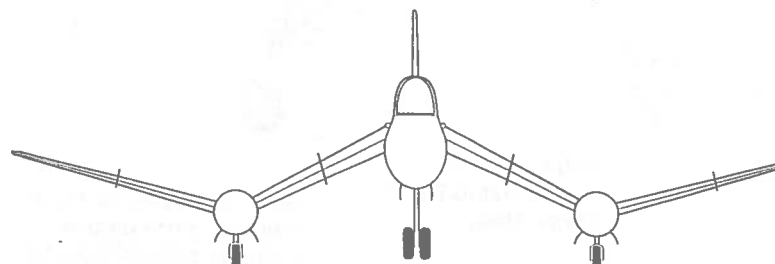
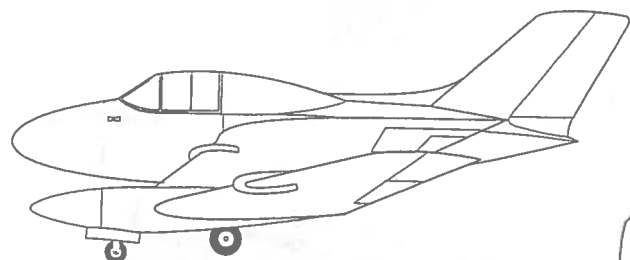
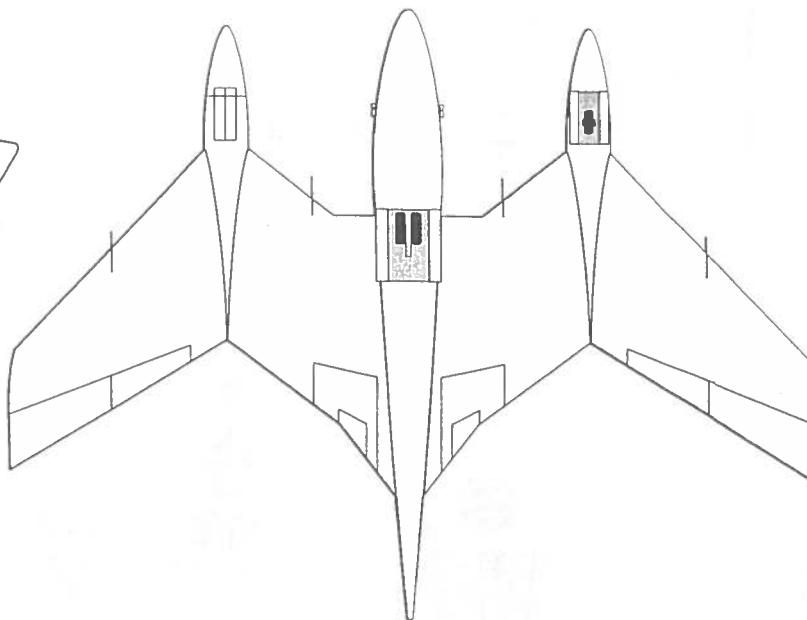
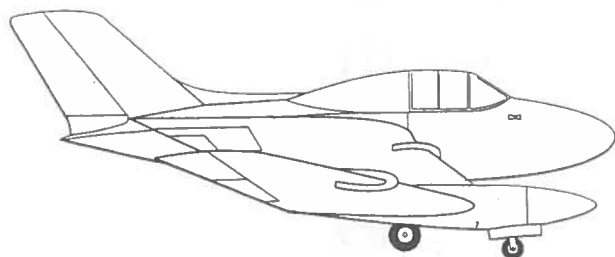
Nenad Miklusev (SAFCH #1591), Novosadskog Sajma 16/301, 21000 Novi Sad, Serbia.



Color scheme:
Overall silver with red nose and wing cones.
Roundels in four wing positions
and a small state flag on the rudder.



Dimensions:
Wingspan 7.5 m
Length 5.85 m
Height 22.01 m.



1/72 scale

Researched and drawn by the author.
This article first appears in YASIG 2002
and is reprinted here with the kind permission
of the author and editor.

The Sopwith Baby in Norwegian Service

Colin Owers

In 1916, the Norwegian Marinens Flyvevaesen (Naval Air Service) was planning an expansion which was to build the service up to 13 Groups of four aircraft each, with a total strength of 52-56 aircraft. In addition, the Marinens Flyvebatfabrikk (Naval Aircraft Factory) was established at Horten. Under the same government programme, the Haerens Flyvevaesen (Army Air Force) was to have a total of 79 aircraft and a factory was established at Kjeller for the construction of Army aircraft. These two small factories were unable to produce sufficient aircraft for their respective services and Norway looked overseas for sources of supply of aircraft, namely to Britain and France.

These nations were engaged in the Great War and not inclined to sell their latest developments to a neutral country. The Army obtained 12 Farman F.40 biplanes from France and 18 B.E.2e reconnaissance biplanes and a couple of Avro 504 trainers from Britain. The Navy was more fortunate. 1st Lts. Riiser-Larsen and Horgen of the Royal Norwegian Navy were in Britain in the spring of 1917. They had graduated with the first batch of Norwegian pilots trained in 1915 and had had the opportunity to undergo advanced training with the Royal Naval Air Service (RNAS) at Calshot. There they had become acquainted with the Sopwith Baby single-seat rotary-engined floatplane. When they were made aware that funds were available for the purchase of aircraft, they recommended the Sopwith Baby to the Norwegian authorities.

The Norwegian naval attaché and Legation were given permission to enter into negotiations with the British Admiralty and Air Board. At first, the British were not cooperative, however, the First Sea Lord, Commodore Paine, cut through all the "red tape" and arranged for Norway to purchase 10 Blackburn-built Sopwith Babys at a cost of £1600 each. Despite Norway's neutrality, Paine felt that these aircraft would be of better use in Norway as they were fast approaching obsolescence and would be used to keep German U-boats out of Norwegian waters. It was not the usual policy to supply neutral countries with aircraft during the war. The Netherlands, for example, had to rely on interned aircraft during these years because of the reluctance of the combatants to sell aircraft.

Risser-Larsen and Horgen inspected the first four Babys at the RNAS base at Killingsholme before they were shipped to Norway. They were first flown in Norway on 26 October 1917, giving a display before the King of Norway. The remaining six were assembled and were ready for service before April 1918. The Baby gave the Norwegian Navy its first fighter aircraft, and was the most modern aircraft in Scandinavia at this time. After erection at Horten, they served at the Marinens Flyvevaesen bases at Bergen, Horten, Tromsø, and Kristiansand. The Babys were flown extensively. Aerial fighting was practiced using camera guns. They were operated on floats, skis, or wheels as required. One is reputed to have been converted into a two-seater. When carrying out coastal patrols, they were equipped with a Marconi radio transmitter with a range of about 70 nautical miles. In addition to spares, a complete set of plans had been supplied with the Babys and the type was manufactured at the Marinens Flyvebatfabrikk, eight being produced. At any one time, there were only 10

Babys in service; when one was crashed and damaged beyond repair, it was returned to the factory and a "repaired" Baby with the same serial took its place. This fiction was probably carried out as a licensing arrangement had not been obtained by the Norwegians.

1919 saw the Babys fly from Oslo and Stockholm to Copenhagen in Denmark to attend an aircraft exposition. Riiser-Larsen and Lutzow-Holm took part in the endurance competition for the Navy. Lutzow-Holm came in second with a distance of 750 km covered between 6 AM and 6 PM on the opening day of the exhibition. The winner was a Danish pilot who flew back and forth between Copenhagen and a town on the Zealand Island in an old Maurice Farman "Longhorn". The Norwegians had flown Kristiansand-Oslo-Horten-Gothenburg.

The Sopwith Baby performed many notable flights in Norway. They took part in Roald Amundsen's 1923 Arctic exploratory trip, flying up to 400 km daily along the ice packs. During 1928, two Babys were carried by the "Tordenskjold" when that ship was involved in the search for Amundsen. Post-war they were used for mine detection.

The first Norwegian Babys were finished in their British camouflage of PCIO uppersurfaces and clear-doped lower surfaces with the Norwegian red-white-blue-whitered stripes on the wings and rudder. Large white registration letters were carried on the fuselage sides. Marinens Flyvebatfabrikk-built aircraft were battleship grey on fuselage and wings with natural metal cowl panels. Registration letters were now black and a station pennant was often painted behind these. The Marinens Flyvebatfabrikken insignia was carried on the forward fuselage below the cockpit.

The Norwegian Sopwith Babys gave long and faithful service, as will be seen from the accompanying table, and the last seven were written off in 1931. What a pity that one was not preserved!

[Editor's note: FLYING REVIEW INTERNATIONAL, April 1969, has a color side-view drawing of Baby 'F.108'.]

Norwegian Sopwith Baby Serials via Stein Gulli

Registration #	Into Service	Written Off
F.100	13/07/17	22/12/31
F.102	22/10/17	22/12/31
F.104	01/11/17	09/05/19
F.106	24/10/17	22/12/31
F.108	25/04/18	08/11/20
F.110	25/04/18	/19
F.112	27/04/18	27/08/27
F.114	03/08/18	06/09/18
F.116	06/09/18	25/08/19
F.118	06/08/18	28/02/19
F.108 (2)	25/02/21	22/12/31
F.104 (2)	24/02/20	22/04/21
F.110 (2)	30/03/20	27/07/28
F.114 (2)	08/10/20	04/08/22
F.116 (2)	12/08/20	22/12/31
F.118 (2)	09/11/20	22/12/31
F.104 (3)	02/02/22	22/12/31
F.114 (3)	17/09/23	22/07/30

Note: The Army used odd and the Navy even registration numbers.

Acknowledgements: Special thanks to Stein Gulli; Per Wium; the Marinemuseet, Horten; and the Norsk Teknisk Museum.

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RAAF SIKORSKY S-51

Paul Adams

The first helicopter to serve with the Australian forces was a single Sikorsky S-51, followed a little later by two more examples. All served with the Royal Australian Air Force. Early plans for helicopters included a 1943 proposal to build three in Australia, for use by the Army in New Guinea. In June 1944 it was proposed to order six Sikorsky R-5 for the Army, and in October 1944 two officers were sent to Floyd Bennett Field in America for training with the Royal Navy. However, with the end of the war the order was cancelled in October 1945.

Despite this, the Australians were still interested in obtaining helicopters for trials. In October 1946 the Air Board recommended the purchase of a single Sikorsky S-51. Squadron Leader Kenneth V. Robertson was at the time training to be a test pilot at the Empire Test Pilots School in Britain. From there he was sent to the Airborne Forces Experimental Establishment at Beaulieu for a helicopter conversion course, beginning on 10 April 1947. Sqdn Ldr Robertson was then sent to the Sikorsky plant in Bridgeport, Connecticut USA for conversion on to the S-51. He also took official delivery of the S-51 for the RAAF, on 16th June 1947. The aircraft was loaded aboard the SS (Steam Ship) Spitfire for the journey to Australia. She arrived in Melbourne on 25 August 1947. The Sikorsky was then taken to No.1 Aircraft Depot at Laverton, in Victoria, for assembly and testing. The newly christened A80-1 made its first flight in Australia on 9 October 1947. The above is based on the information given in Ref. 1, however, Ref. 3 gives a delivery date for this aircraft of 3 October 1947, but without saying exactly what that means.

Following its first flight, the helicopter was used for a variety of trials to test the usefulness of the helicopter in both military and civil roles. It initially served with the Aircraft Research and Development Unit at Laverton (The ARDU was formed in 1948. Prior to this, trials were conducted by 1 Aircraft Performance Unit. So did this unit fly the type prior to the formation of the ARDU?) and then with 21 Squadron. In November 1951, it crashed into the Murray River, and, in August 1952, it was converted to components, which presumably means that it was broken up for spares.

In late 1948, it was decided to obtain a second helicopter, this time a Westland-built S-51. However this order was delayed for various reasons, including the fact that the British S-51, which was powered by an Alvis Leonides engine of 525 hp, had not yet completed its trials. There was also the problem that the British aircraft would have been something of an orphan, with its different engine. Finally, in June 1950, two more American built S-51's were ordered instead. These aircraft were delivered on 17 May 1951, and test flown by Sqdn Ldr Robertson at Richmond, in New South Wales, on 20 June 1951.

The new helicopters went to 22 and 23 Squadrons. A80-636 crashed on 10 December 1952, and was scrapped in April 1953. A80-374 served with 22 Squadron, 2 Aircraft Development (I assume that this reference, in Ref 3, is a mis-print?), and 81 Fighter Wing (1961-64). In 1964, it became an instructional airframe at Wagga in New South Wales. Today, A80-374 is preserved at the RAAF Museum at Point Cook, Victoria. Ref 2 says that the Sikorsky at Point Cook is A80-1, or has A80-374

simply been painted up as Australia's first military helicopter?

Odd points about these helicopters include the fact that the cockpit door is forward on the starboard side, and has two windows in it; while the cabin door on the port side is further aft, and has only one window in it. Two and three bladed tail rotors were used, with differently shaped guards. A rescue hoist was usually fitted above the cabin door on the port side. Roundels were carried on each side of the tail boom, but I do not know if one was worn on the underside. From the late 1950's to the mid 1960's Australian aircraft carried the Kangaroo roundel only on the fuselage, with the older Type D style roundels on the wings. So if those aircraft with Kangaroo roundels did have a roundel under the fuselage, then it would probably have been a Type D.

The RAAF serial numbers comprised an airframe number, A80 for the S-51, followed by the individual aircraft number. This usually runs upward from 1, but many post-WW2 aircraft used the last three digits of either their construction number, or previous identity if they have one. The number A80-2 was initially allocated to the first RAAF Bristol Sycamore, but this was changed soon to A91, so that the A80 block was reserved for the S-51 and did not contain a mix of types.

Drawings

1. A80-1 in early post-WW2 markings, when the wartime blue and white roundels were still in use. The overall color scheme was silver. This appears from the uniformity of the finish to have been aluminium paint rather than bare metal. The plain wheel hubs are silver. The three-bladed tail rotor was also silver, with yellow tips. There are dark walkways, possibly black, on the main undercarriage legs. The serial number is black. A red arrow points towards the tail rotor, with DANGER above it in black, and KEEP AWAY below. A company logo appears below the rear window on each side. This comprises SIKORSKY S-51 in two lines, with a large letter S, on top of which is a bird's wing. The color appears to be red. This aircraft does not have a black outline around any of its windows, and the rescue hoist is optional.

2. A80-636 wearing red/white/blue Type D roundels. The color scheme is the same as before, but the upper and center pairs of nose windows have a thin black outline, while the lower pair do not. The roof and bottom windows behind them are also outlined, but not the center window with a vertical bar though it. The single window level with the rescue hoist, and the small half round window behind it, also have black outlines. The wheel hubs again appear to be plain. Forward of the fuselage roundel are some light colored marks that could be lettering, but these are unreadable in the photo. The tail rotor warning arrow is now carried on a light colored, probably yellow, band. There is also a box-like object beneath the fuselage. Number of tail rotor blades unknown.

3. A80-374 in later period markings. The color scheme is much the same as before, except that there are no covers over the wheel hubs, which are still silver. Some of the windows are again outlined in black. There is an exhaust pipe on the side, with a large dark circle just above it. Just below

the rotor pylon is the title ROYAL AUSTRALIAN AIR FORCE, in two lines, with full stops between the words in each pair about half way up. The RESCUE title is in medium thickness black letters, on a yellow(?) band, with a similar band backing the tail rotor warning arrow. Kangaroo roundels are worn and the serial is black. Two bladed tail rotor and rescue hoist.

4. A80-374, again, in slightly revised markings. The caption in Ref 5 to this aircraft gives the place and date as Point Cook in 1974. If that is correct, then this is well after the aircraft was retired to the RAAF Museum. If the paintwork has been touched up at some stage, then this may not be a genuine RAAF scheme. Overall silver, with some black outlined windows, and dark wheel hubs. The RESCUE title is now in slightly smaller and thicker lettering than before, and the band has a thin black edge. The tail rotor band also has a black border. The serial is in shorter, thicker figures, and lacks a hyphen between the type number A80, and the aircraft number 374. Two bladed tail rotor, but no rescue hoist. There is no exhaust pipe or dark circle visible. Kangaroo roundels.

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1. Flightpath incorporating AirPower, Volume 5, Number

2. Australian quarterly magazine. Flightpath, Subscription Department, Yaffa Publishing Group Pty Ltd, GPO Box 606, Sydney, New South Wales, NSW 2001, Australia. Three and a half page article, four b&w photos.

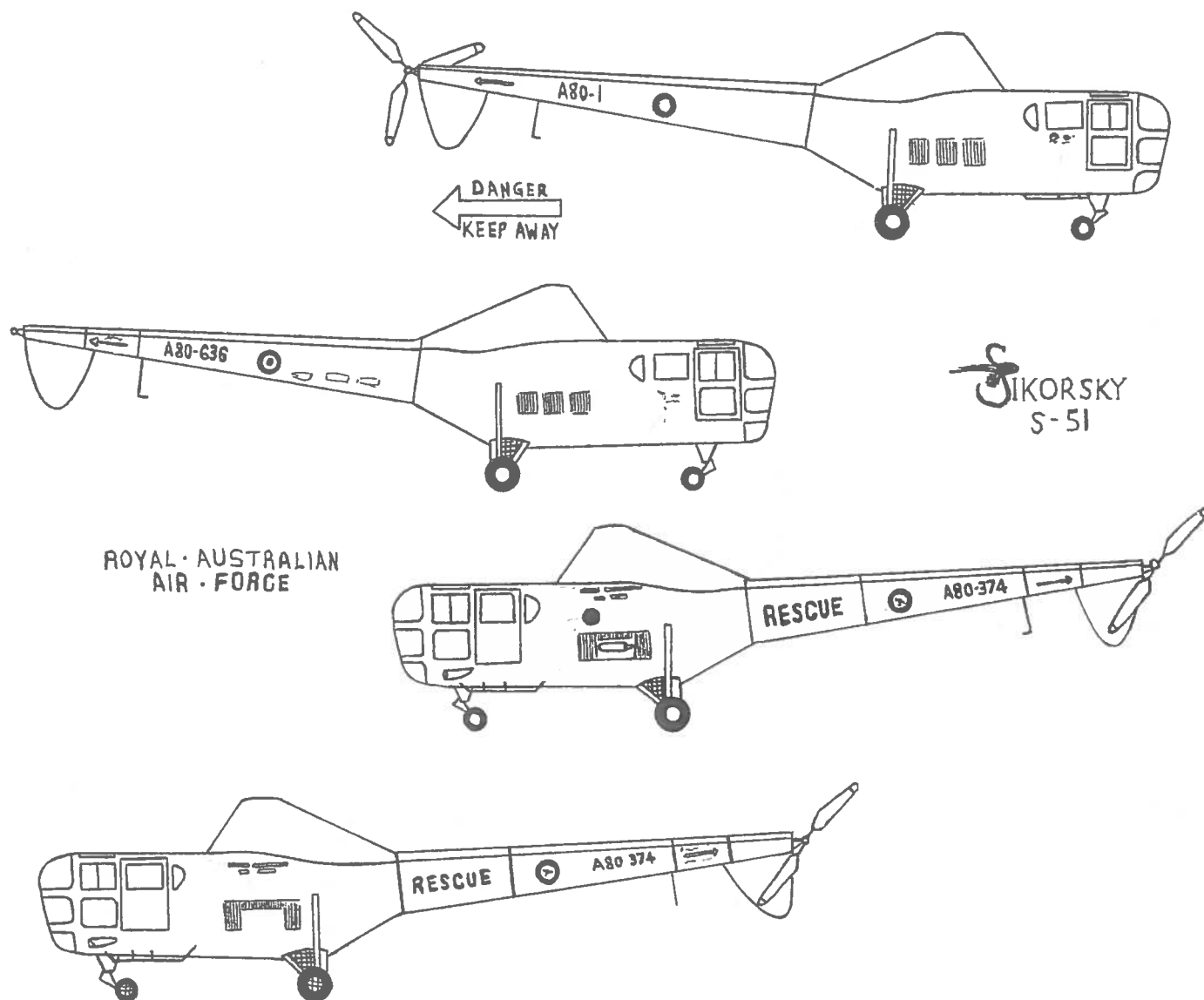
2. Flightpath incorporating AirPower, Volume 5, Number 3. Brief piece on Point Cook Museum, and a photo of a T-Shirt bearing the Sikorsky logo,

3. Australia's Military Aircraft, Ross Gillett, Aerospace Publications Pty Ltd, 1987. Publishers of Australian Aviation (10 issues per year), and a series of books each of which covers in great detail three types that have served with the RAAF. Aerospace Publications Pty Ltd, P.O. Box 3105, Weston Creek, Australian Capital Territory, ACT 2611, Australia.

4. Australian Air Force since 1911, N.M. Parnell and C.A. Lynch, A.H. & A.W. Reed, Australia, 1976.

5. The Illustrated Encyclopedia of Aircraft in Australia and New Zealand, Completely Revised and Enlarged Edition, David Eyre, Pacific Publishers (NZ) or Child & Associates (Aust), 1988. 1st Edition, 1983.

Paul Adams (SAFCH #773), 81 Ponsonby Road, Ponsonby, Auckland 1, New Zealand.



Irish Air Corps: 1922-1997

"This was just sent to me by the Irish Air Corps. They published a souvenir book for their 75th anniversary last year that is a nice concise history of the Corps with good photos and a page of drawings of badges and uniform insignia. I'm not sure if the \$US cost, but a letter to IAC HQ at Casement Aerodrome, Baldonnel, Dublin ZZ, Attn: Irish Air Corps Museum Project should get a friendly reply. They do not have anything on a/c markings and the Museum is not as yet a reality. They do have a CD-ROM and a video for sale, but I don't think the video is compatible with US TV." Peter Bruce Walton (SAFCH #455), 254 Hoyt St., Brooklyn, NY 11217, USA.

Martinsyde Type A MK II: no Serial Number delivered 16 June 1922

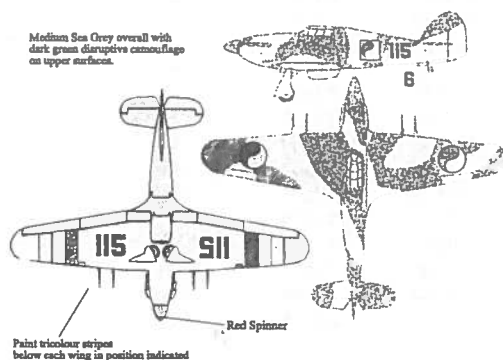
Type	Delivered	ExReg	Air Corps Reg
Bristol F2B Fighter	05.07.22	E2411	BFI
	04.07.22	H1251	BFII
	10.07.22	H1485	BFIII
	16.09.22	E1959	BFIV
	14.10.22	D7865	BFV
	13.10.22	D7886	BFVI
	22.11.22	D7882	BFVII
	22.11.22	D7885	BFVIII
	24.10.25	New	17
	24.10.25	New	18
	10.11.25	New	19
	04.11.25	New	20
	18.11.25	New	21
	09.11.25	New	22
SE 5A		F5282	11
AVRO 504K	21.07.22	H2500	AI
	11.10.22	H2073	AII
	14.10.22	H2075	AIII
	14.10.22	E359	AIV
	15.02.23	H2505	AV
	11.06.23	D7588	AVI
Martinsyde F4	15.08.22	D4285	M1
	14.10.22	D4281	M2
	14.10.22	D4298	M3
	14.10.22	D4274	M4
DH9	01.01.23	H15797	DI
	01.01.23	H15830	DII
	06.01.23	H15774	DIII
	12.01.23	H15869	DIV
	23.01.23	H1823	DV
	28.02.23	H19310	DVI
	05.04.29	H19247	DVII
	05.04.29	H15862	DVIII
DH60 Moth	12.07.26	New	23
	12.07.26	New	24
	12.07.26	New	25
	12.07.26	New	26
Fairey 111F	10.03.28	New	No Reg
Vickers Vespa IV	14.03.30	New	V1
	14.03.30	New	V2
	14.03.30	New	V3
	14.03.30	New	V4
Avro 621	22.03.30	New	A7
	05.04.30	New	A8
	17.04.30	New	A9
Vickers Vespa V	05.04.31	New	V5
	05.04.31	New	V6
	05.04.31	New	V7

	05.04.31	New	V8
Avro 626	20.04.34	New	A10
	19.04.031	New	A11
	19.04.34	New	A12
	24.04.34	New	A13
Avro 631 Cadet	21.03.32	New	C1
	21.03.32	New	C2
	21.03.32	New	C3
	02.04.32	New	C4
	02.04.32	New	C5
	02.04.32	New	C6
	08.09.34	New	C7
Avro 636	16.10.35	New	A14
	16.10.35	New	A15
	20.10.35	New	A16
	20.10.35	New	A17
DH84 Dragon	17.03.37	G-ACNI	18
Vickers Supermarine Walrus	07.03.39	New	N18
	03.03.39	New	N19
	04.03.39	New	N20
Avro 652A	20.03.37	New	19
Anson I	20.03.37	New	20
	19.01.38	New	21
	19.01.38	New	22
Gloster Gladiator I	09.03.38	New	23
	09.03.38	New	24
	09.03.38	New	25
	09.03.38	New	26
27 to 30 were ordered but not delivered			
Miles Magister	22.02.39	N5389	31
Diverted from RAF contract and delivered new	22.02.39	N5390	32
	22.02.39	N5391	33
	22.02.39	N5392	34
	22.02.39	N5393	35
	22.02.39	N5400	36
	12.03.39	N5401	37
	12.03.39	N5402	38
	12.03.39	N5403	39
	12.03.39	N5404	40
Avro 652A	02.02.39	N4863	41
Anson I	02.02.39	N4864	42
	02.02.39	N4865	43
	02.02.39	N4866	44
	02.02.39	N4867	45
46 to 52 were ordered but not delivered			
Gloster Gladiator	53 to 60 were ordered but not delivered		
Westland Lysander	15.06.39	New	61
	15.06.39	New	62
	15.06.39	New	63
	15.06.39	New	64
	15.06.39	New	65
	15.06.39	New	66
Hawker Hind	01.04.40	K5446	67
	01.04.40	K5559	68
	01.04.40	K6712	69
	01.04.40	K5415	70
	01.04.40	K6755	71
	01.04.40	K6781	72
Miles Magister	07.06.40	L6903	73
	07.06.40	P6440	74
	07.06.40	N3901	75
	07.06.40	P6414	76
	07.06.40	P6422	77

	09.03.46	R1834	138				
Miles Martinet			144	Hawker	16.05.41	K8096	78
			145	Hector	16.05.41	K8102	79
					16.05.41	K8105	80
Nos 139 and 140 not used					16.05.41	K8114	81
					16.05.41	K8115	82
					16.05.41	K8117	83
Avro XIX	10.04.46	New	141		16.05.41	K8148	84
	10.04.46	New	142		16.05.41	K9697	85
	10.04.46	New	143		16.05.41	K9725	86
					28.05.41	K9715	87
Seafire LF3	17.02.47	PR302	146		13.01.42	K8130	88
	17.02.47	PR315	147		13.01.42	K8159	89
	17.02.47	PX950	148		13.01.42	K9761	90
	17.02.47	PX948	149				
	11.07.47	RX210	150	Lockheed	24.01.41	P5123	91
	11.07.47	PX941	151	Hudson	Forced landing ex-233 Sqn RAF		
	11.07.47	PX929	152				
	11.07.47	PX924	153	Fairy	24.01.41	V1222	92
	27.09.47	PX915	154	Battle	Forced Landing ex-RAF		
	27.09.47	PR237	155				
	27.09.47	PX936	156	Hurricane	29.09.40	P5178	93
	27.09.47	RX168	157	Mk I	Forced Landing ex 79 Sqn		
Spitfire T9	05.06.51	MJ627	158	Hurricane	10.06.41	Z2832	94
	05.06.51	MJ772	159	Mk II	Forced Landing ex 32 Sqn		
	29.06.51	MK721	160				
	29.06.51	PV202	161	Hurricane	21.08.41	Z5070	95
	30.07.51	ML407	162	Mk II	Forced Landing ex 32 Sq		
	30.07.51	TE308	163				
DH Chipmunk T20	16.01.52	New	164	Miles Master I	21.12.40	N8009	96
	16.01.52	New	165		Forced Landing		
	16.01.52	New	166	Miles	10.02.43	DM260	97
	31.01.52	New	167	Master II	10.02.43	W9028	98
	31.01.52	New	168		10.02.43	DM258	99
	31.01.52	New	169		10.02.43	DL352	100
	26.09.52	New	170		10.02.43	DL353	101
	26.09.52	New	171		10.02.43	DM261	102
	26.09.52	New	172				
	26.09.52	New	173	Hawker	07.07.43	V6613	103
	26.09.52	New	174	Hurricane	07.07.43	V7411	104
	26.09.52	New	175	Mk I	07.07.43	V7540	105
					07.07.43	Z4037	106
DH Dove Mk IV	22.02.53	New	176		29.11.43	P2968	107
					29.11.43	P3416	108
					29.11.43	V7173	109
Hunting Provost T51	26.03.54	New	177		21.02.43	Z7175	110
	27.05.54	New	178		30.03.44	V6576	111
	27.05.54	New	179		30.03.44	V7435	112
	06.07.54	New	180		30.03.44	V7463	114
	21.07.55	New	181				
	20.09.55	New	182	Hawker	28.03.45	LF536	115
	21.10.55	New	183	Hurricane	07.03.45	LF541	116
	21.10.55	New	184	Mk IIC	07.03.45	LF566	117
					07.03.45	LF624	118
DH Vampire T55	21.07.56	New	185		07.03.45	LF770	119
	21.07.56	New	186		28.03.45	PZ796	120
	21.07.56	New	187				
DH Dove Mk V	24.03.59	New	188	Miles Master Mk II	31.05.45	DL194	121
					31.05.45	DK835	122
Hunting Provost T53	23.03.60	New	189		15.06.45	DK934	123
	13.03.60	New	190		15.06.45	DM220	124
					15.06.45	DL408	125
					15.06.45	AZ250	126
189 was rebuilt, using parts of XF846, after a crash; and flown again as 189a							
DH Vampire T55	18.01.61	New	191	Miles	17.02.46	P6424	127
	16.03.61	New	192	Magister	17.02.46	R1826	128
	16.03.61	New	193		17.02.46	T9733	129
					17.02.46	N3869	130
DH Dove Mk VII	11.07.62	New	194		09.03.46	L8362	131
					20.02.46	T9807	132
					20.02.46	V1089	133
					20.02.46	V1016	134
Aerospatiale	25.11.63	New	195		09.03.46	T9803	135
Alouette III	25.11.63	New	196		09.03.46	V1094	136
SE3160	13.05.64	New	197		09.03.46	L8352	137

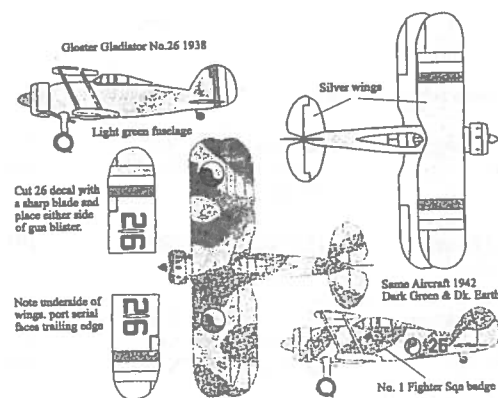
DH Vampire T11 Non Flying/Apprentice Training)	30.08.63	XE977	198	SIAM Marchetti SF260WE Non-Flying Apprentice School			233
DH Chipmunk T22	26.02.65	WG320 G-APTF EI-AJC WB620 G-ARTP EI-AMH	199 200	Beech King Air 200	17.08.78	EI-BCY	234
DH Dove MK VIIIa	18.12.70	G-ARSN EI-ARV	201	SIAM Marchetti SF260WE	02.04.79	New	235
Aerospatiale Alouette III SE3160	24.03.72	New	202	BAe 25-600 (On lease)	01.06.79	G-AYBII	236
Reims Rocket FR172H	04.10.72 04.10.72 04.10.72 04.10.72 13.10.72 13.10.72 13.10.72 13.10.72	New New New New New New New New	203 204 205 206 207 208 209 210	Aerospatiale Gazelle	30.12.79	New	237
Aerospatiale Alouette III SE3160	04.02.73 29.03.73 06.12.73 25.03.74	New New New New	211 212 213 214	BAe 125-700	13.02.80	New	238
Fouga CM 170 Super Magister	11.09.75 11.09.75 16.02.76 16.02.76 13.11.76 13.11.76	Ex Austrian AF215 " " " New New	215 216 217 218 219 220	BAe 125-600 On Lease	06.12.79	G-BBCL	239
Non-flying Ex French AF for Apprentice Training		3KE	221	Beech King Air 200 Delivery flight flown from Wichita USA to Baldonnel by Comdt M Hipwell and Capt P O'Shea	07.05.80	New	240
SIAM Marchetti SF260WE	04.03.77 04.03.77 04.03.77 04.03.77 16.04.77 16.04.77 16.04.77 16.04.77 16.04.77 16.04.77	New New New New New New New New New New	222 223 224 225 226 227 228 229 230 231	Aerospatiale Gazelle	14.01.81	New	241
Beech King Air 200	10.03.77	SE-GRR	232	Aerospatiale Puma SA330 On Lease. Returned 1982	1981	New	242
				Reims Rocket RF172	07.04.81	New	243
				Aerospatiale Dauphin 365F	25.06.86 18.07.86 25.06.86 21.08.86 19.12.86	New New New New New	244 245 246 247 248
				Gulfstream On lease	04.01.90	N8226M	249
				CASA 235	June 1991		250
				Gulfstream GIV	Scheduled Dec 1991		251
				CASA 235 CASA 235	Dec 1994 Dec 1994		252 253
				Brittan Norman Defender	Aug 1997		254
				Eurocopter Squirrel	Aug 1997		255

Hawker Hurricane Mk.Ic 1945



Max Decals 48-001

Two examples of color schemes for Irish Air Corps aircraft



Cuban Kingfisher

Jorge Delgado

In 1995, while in Cuba on business, I had the opportunity to visit the Museum Revolucion Gramma. The main attraction was the yacht used by Fidel Castro's revolutionary forces to disembark on the Cuban coast and go into the Sierra Madre Mountains. To my surprise, among the relics that were exhibited was a OS2U-3 Kingfisher coded FAN-50 and marked "Marina". Stimulated by this discovery, I visited book stores in the town and talked to people who might know something about this aircraft. I was lucky to find a book related to the actions of the Rebel air force: "Segundo Frente Oriental" by Frank Pais.

Regarding Kingfisher FAN-50, the book relates that this airplane was flown by Captain Antonio E. Buscaro Sanchez, a member of the Cuban Navy loyal to the government. The pilot describes how, while returning from a mission of taking a member of the Navy to the central "Preston" the engine plant began to develop problems. In preparation for a crash landing in rebel territory, he threw out his weapons (a .45 cal revolver and a M-1 carbine with their respective magazines), but he could not jettison the 30-cal machine gun that was in the back seat of the plane. The emergency landing was successful and the plane had barely come to a stop when it was surrounded by "guerrilleros" of Column 17 who took the pilot prisoner. According to rebel propaganda, this plane was used by the Navy Air Force of the Tyranny for patrol and reconnaissance missions, during which it carried a crew of two pilots and a gunner. It was painted in a color scheme of "battleship" grey, on both sides of the fuselage it exhibited the inscription "Marina", on the cowling the number 50, and on both sides of the rudder the national flag with similar marking on the wings.

The rebels placed the airplane under a leafy "mamocillo" tree that grew next to the cemetery and camouflaged it with branches and sacks. Apart from some slight damage to the landing gear, wings, and fuselage, the most serious mechanical defect was in the engine including "beheaded" *cyl*inders and broken pistons. The decision was made to repair the engine with parts taken from two similar power plants taken from an abandoned Beechcraft. These two engines

were brought in and repairs began in an improvised shop. From moment they began to take out the engine of the Kingfisher difficulties began! The nut holding the propeller needed a special key which was not available, so they had to improvise. From the Kingfisher's engine they took the dynamo, magnetos, air baffles, oil radiator, carburetor, ignition harness and spark plugs. After the repairs were completed, only a slight adjustment was necessary to get the engine running fine. Immediately after the Kingfisher had been captured, rebel pilot Silva Tablada had told commander Raul Castro that he wanted to use this plane as fighting machine. He was now assigned make the first test flight of the repaired aircraft. The captured government pilot, Antonio, was brought to the air field to brief Silva on the operation of the plane. He was surprised when he saw his Kingfisher had been made operational again.

Silvio entered the cockpit and, after the preflight check, he started the engine and taxied to takeoff position. He applied full power and the plane started to gain speed and was airborne at the middle of the runway. In the meantime, the mechanics traveled to the rebel main base at Mayari where, with immense joy, they received the airplane. From now on, FAN-50 would become the main source of air support for the rebels.

We know that it accomplished at least four missions. The first was on 21 July 1958 when the Mayra Barracks were bombed. Then, on 19 December, the quarters at Sagua and Tanamo were bombed. Finally, on 20 December, the same target was attacked again.

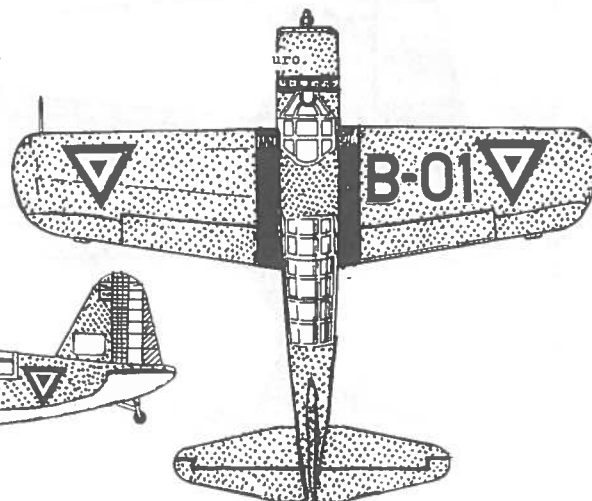
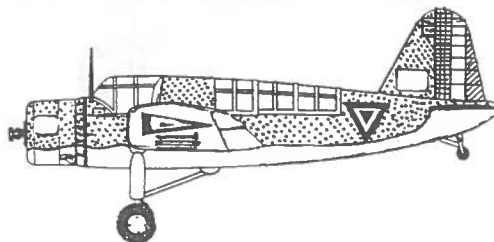
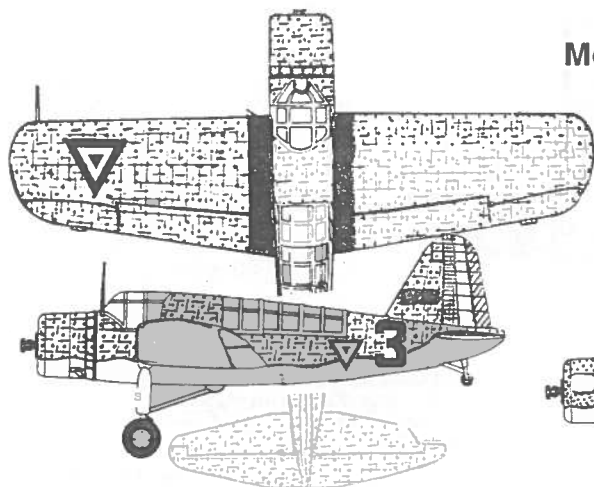
After the end of the civil war, the Kingfisher continued operating with front line units of the air force until it was granted the honor of resting in a special place at the Museum next to the ships, planes, and vehicles that had participated in the Castro's revolution.

Reference: Central American and Caribbean Air Forces by Daniel P. Hagedorn

Jorge Delgado (SAFCH #862), PO Box 2207 - URDESA, Guayaquil, Ecuador.

Mexican Kingfisher

Aztlán Decals
1/72-7 and 1/72-9



KINGFISHER

FAN - 50

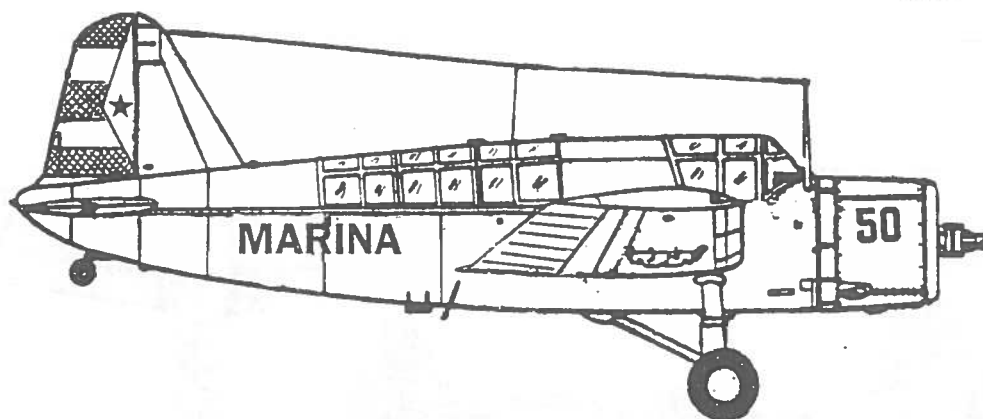
Fuerza Aerea Naval

delivered in US Navy
Sea Blue

number & lettering
are white

markings are opposite
underneath wings

roundel: red circle
blue triangle
white star



The Cuban navy received three Vought-Sikorsky OS2U-3 Kingfishers through Lend-Lease. They were delivered in July 1942 and were given serials 49-51.

Jorge Delgado P.

ANZAC VAMPIRE F.1

Paul Adams

It is not well known that both the RNZAF and the RAAF had a single example of the Vampire F.1.

New Zealand:

A total of 58 Vampires flew with the RNZAF from 1951 to 1972. Of these 19 were eventually to serve as instructional airframes. In addition, four exRAF aircraft, including a single F.1, were bought specifically for this latter purpose. As this aircraft did not fly with the RNZAF, it was not given an NZprefixed number, but only the instructional number INST 166.

Colors: Standard RAF scheme of painted aluminium, with red, white, and blue Type D roundels. The serial was carried on the tail booms in black with a slight gap, about one figure wide, between INST and 166. Roundels were worn on the outer faces of each boom and, presumably, on the wings. Fin flashes were worn on the inner and outer faces of each fin, and overlapped very slightly onto the tail booms. On the inner face, the flash was cut in two by the tailplane. The really interesting point about this aircraft is that it appears to have retained its original RAF serial number (TG443) beneath the wings, as part of a 4 is visible on the port main undercarriage door. In the RAF, serials read in opposite directions, port and starboard. On the Vampire, there was a wide gap between the prefix letters and the first number and the second pair of numbers of the serial. This was so that the number could be read even with the wing tanks in place.

Australia:

The Vampire was built under licence in Australia by De Havilland Australia, but prior to this three British-built aircraft were acquired for trials, including a single F.1, serialled A781 (ex TG431). The British-built Vampires had their serials prefixed A78, while the Australian built aircraft had an A79 prefix. The F.1 arrived in Australia in 1948 and was used by 1 Aircraft Performance Unit, which was renamed the Aircraft Research and Development Unit in 1948.

Colors: A781 was finished in the standard RAF high-altitude fighter scheme used on a number of Vampires. This comprised Medium Sea Grey on the upper surfaces, with PRU Blue below. The national insignia, carried in six positions, and fin flashes, carried in four positions, were still of the wartime blue and white type, the roundels having small white

centers. The serial number, in black, was worn only on the tail boom.

Modeling the Vampire F.1:

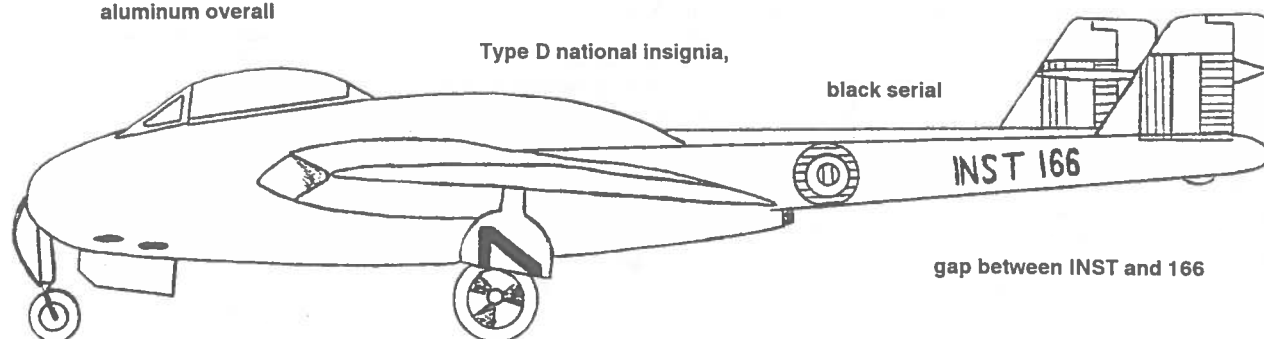
In the late 1940's Frog Penguin did a Vampire F.1 in 1/72 scale, but this is now a real collector's item. The later Frog/Novo or Heller/Revell Vampire FB.5 can be converted to an F.1: Fit new fins (cut-down P51 Mustang fins are ideal if you have some to spare or use thick plastic card) and pointed wing tips to increase span by two feet (610mm). Reduce the tailplane chord by 4 1/2 scale inches (114 mm) and increase elevator chord by 1 1/2 scale inches (37 mm). The shorter-stroke main undercarriage requires fitting a block of plastic card in the outer part of the main wheel wells and cutting down the undercarriage doors. Early aircraft also had a threepiece canopy, rather than the twopiece type used later. Two types of underwing fuel tanks could also be carried. Mosquito-style slipper tanks and the more common Vampire type. However, tanks do not appear to have been carried by either the New Zealand or Australian F-1's. Finally, put plenty of weight in the nose. Hobby Craft lists a range of 1/48-scale De Havilland Vampires, including an F.1.

References

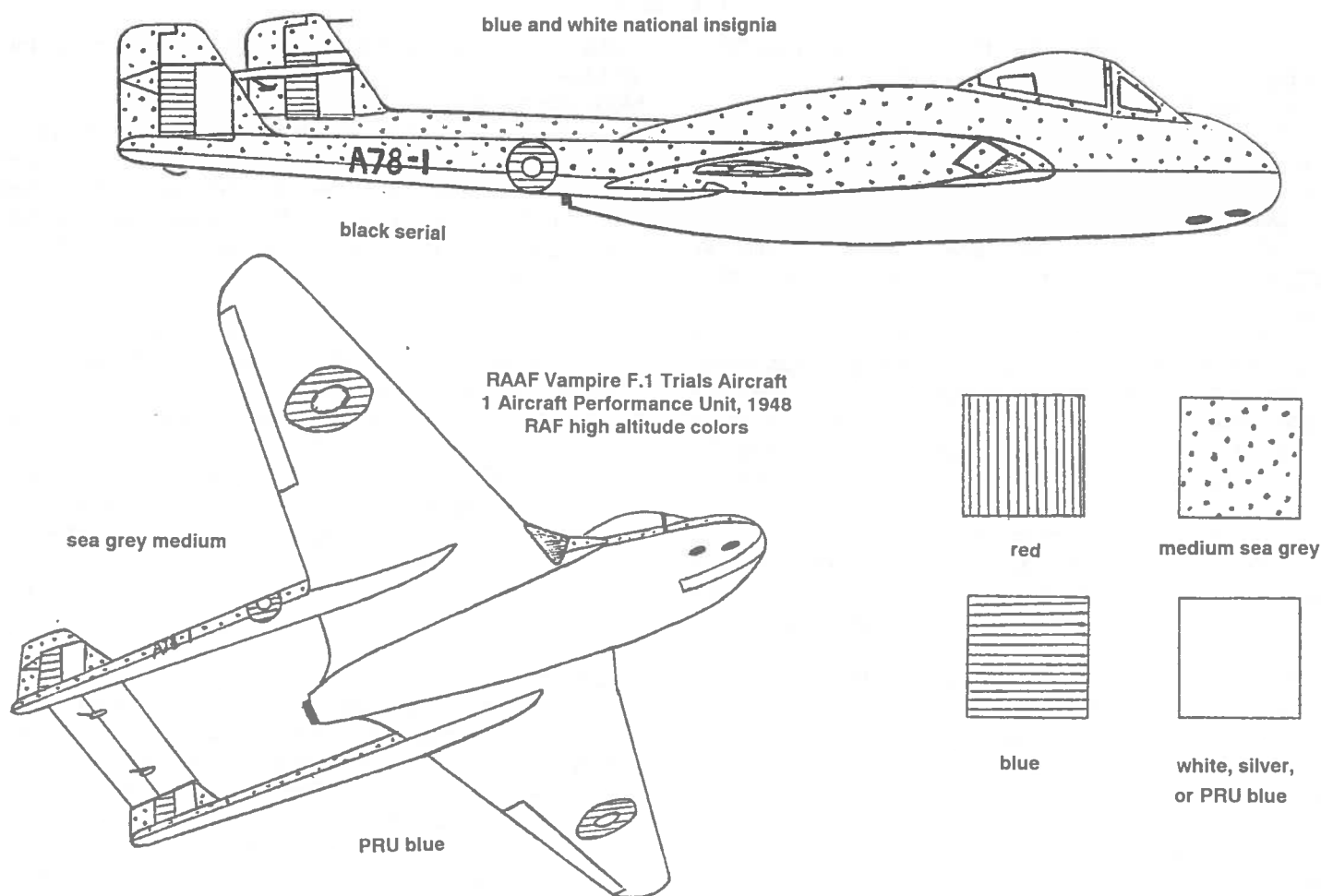
- (1) New Zealand Military Aircraft and Serial Numbers, C.F.L. Jenks, Aviation Historical Society of New Zealand. 1980. AHSNZ, P.O. Box 12009, Thorndon, Wellington, NZ. Photo.
- (2) Australia's Military Aircraft, Ross Gillett, Aerospace Publications Pty Ltd, 1987. Photo.
- (3) Aircraft of the RAAF 192171, Geoffrey Pentland and Peter Malone, Kookaburra Technical Publications 1971. Photo.
- (4) Meteor, Sabre and Mirage in Australian Service, Stewart Wilson, Aerospace Publications Pty Ltd, 1989. Photo.
- (5) De Havilland Aircraft since 1909, Second Edition, A.J. Jackson, Putnam, 1978. Original 1962. RAAF Serials.
- (6) Planes, Vol.I, No.6, Winter 1982/83. RAF only, but good Vampire F.1 drawings.

Paul Adams (SAFCH #773), 81 Ponsonby Road, Ponsonby, Auckland 1, New Zealand.

RNZAF Vampire F.1 Instructional Airframe
Hobsonville, 1957
aluminum overall



RAF serial TG443 beneath the wings



-books-books-books-books-books-books-books-books-books-books-books-books-books-books-books-books-

Iran-Iraq War in the Air; 1980-1988, by Tom Cooper and Parzad Bishop. A Schiffer Military History Book. ISBN 0-7643-1669-9. Schiffer Publishing, 48880 Lowe Valley Rd., Atglen, PA 19310, USA. (2000) 304 pages. 9 inch by 11.5 inch. Hardcover. \$39.95.

Although published in 2000, this book has just reached this reviewer desk, and I would belatedly like to nominate for "Best Aviation Book of the Year". Not only is it meticulously researched, very well written, and full of interesting photos, it is also timely. Although Saddam's air force was total absent from "Operation Freedom", the assistance given to Iraq by France and Russia during the Iran-Iraqi War had their echoes in the recent past. However, the ability of the Iranians to maintain and operated sophisticated weapons without Western assistance bears careful watching in the future, not only for Iran, but for all other so-called Third-World countries.

The publisher, Schiffer, deserves credit for giving this book a physical format appropriate to the importance of the material. The 304 pages are printed on high-quality paper and bound between sturdy hard covers. And, the price is very reasonable considering the quantity and quality of the information.

The Iran-Iraq War was the longest conventional war of the twentieth century. It started with a surprise air attack by Iraq on Iran but quickly set-

tled into a war of attrition with all the attributes of modern aerial warfare including air-to-air combat between supersonic jets; close air support by both aircraft and helicopters; the use of chemical weapons, strategic attack by bombers, cruise missiles, and ballistic missiles; insertion of special operation forces by helicopters; and aerial attacks on ships at sea. The Iranians had to fight the entire war with the aircraft that the Islamic Republic had inherited from the Shah: F-4, F-5, F-14, etc., for which Western support was denied. The Iraqis, on the other hand, were continually supplied by the latest warplanes by Russia (e.g. MiG-25) and France (e.g. Mirage 2000).

The book begins with a 24-page chapter, "Two Novel Air Arms" recounting the early history of both air forces. This is followed by separate chapters on "The Shah's Eagles" (32 pages) and "Saddam's Falcons" (17 pages). The story of the war begins with chapter 4, "The First Gulf War, Phase One: Another Day of Infamy" (18 pages). The following chapters are: "Phase II: Iraqi Spearhead into Iran" (23 pages); "Phase III: Iranian Counteroffensives" (26 pages); "Phase IV: Besieged Iraq" (29 pages); "Phase V: Total War" (29 pages); "Phase VI: The Grand Slam" (23 pages); "Phase VII: Trading Hot Punches" (24 pages); "Phase VIII: The Mess in the Gulf" (24 pages); and "Phase IX: The Final Air Battle" (23 pages).

To give you some idea to the depth and quality of

the material, let me quote a few of the items that I found particularly interesting. (1) "On 8 November, the first important air combat between Iranian AH-1Js and Iraqi Mi-25s took place over this area, when two Cobras operating west of Dezful, and almost 16nm (30km) behind the Iraqi lines, sneaked upon Iraqi gunships and attacked with TOWs from a distance of 1.3nm (2.5km). The first Mi-25 received a direct hit and immediately crashed; the crew were killed. The second was damaged by 20mm gunfire and tried to fly away into Iraq. However, Iranian Cobra crews began a pursuit and followed the enemy unit. It finally crashed-landed 11nm (20km) inside Iraq." (2) "On 12 November, at least 12 Iraqi SA.342M Gazelle helicopters attacked Iranian positions at Susangerd before being intercepted by AH-1Js. One Gazelle was shot down by TOWs and one by ground fire." (3) "In one air battle, which developed directly over the positions of the 28th Division, a Mig-21 intercepted a low-flying Cobra. The Iraqi made several firing passes at high speed, but the IRIAA pilot evaded each time by flying sharp turns between the hills. Finally, after another firing pass, the MiG pulled up early, and the Cobra pilot saw his chance: he turned into the threat and... initiated a steep climb which brought him directly underneath the Iraqi interceptor, while the gunner open fire. The MiG was mortally hit and crashed directly into the Iraqi lines."

There are many other passages I would like to quote: an Iranian F-4 shooting down an Iraqi MiG-25 Foxbat; Saudi Arabian F-15s shooting down an Iranian F-4; combat between Iraqi Super Etendards and Iranian Tomcats; the Exocet attack on the USS Vincennes (CG-49); etc. But, the editor says I'm running out of space.

I assume that by now all SAFO readers with an interest in the small air wars are busy making out a check to Schiffer, but what about you modelers? If the above suggestions for adding to your "dogfight double" collection are not sufficient to get your checkbook out, I should mention that there is a 10-page appendix, "Aircraft Markings", that describes the markings carried by all the aircraft types used by both belligerents.

Is there anything that would have this book even better? (1) I would have liked to have a map so I could follow the action. Thanks to CNN, I know where H-2 and Kirkuk are, but there are a lot more places that I would like to have found on a map. (2) A portfolio of color side-view drawings of the aircraft would have made a great book into a really outstanding book.

So, what do I really think of this book? In case I've been too subtle up to now, I will unequivocally say that if you don't buy this book, you'll be missing out on one of the best aviation book of all time.

Stamping Out the Virus; Allied Intervention in the Russian Civil War 1918-1902, by Perry Moore. A Schiffer Military History Book. ISBN 2002109119. Schiffer Publishing, 48880 Lowe Valley Rd., Atglen, PA 19310, USA. (2002) 408 pages. 6.5 inch by 9.5 inch. Hardcover. \$35.00.

I am reviewing this book with the greatest trepidation. While it contains useful information about an important subject, it is so poorly edited that it is difficult to read. It is unbelievable that it could have been put out by such a reputable publisher as Schiffer.

First the good things. (1) The subject, the Allied Intervention in the Russian Civil War, has much to say about the past, present, and future. For the past, one cannot help wondering how the history of the "bloody" Twentieth Century would have been different if the Intervention had succeeded and a democratic society had been set up in Russia. For the present, we can learn how the good intentions of the democracies can be perverted by the machinations of their governments and the short attention span of the electorate. For the future, we can ask how far should the democracies go to eliminate a despotic régime that oppresses its own people and threatens the peace of its neighbors. (2) While many books have been written about the Allied Intervention, these contain little information about the fighting, especially the war in the air. This book goes into these aspects in minute detail, with orders of battle and descriptions of battles down to the company level and details of individual aerial sorties. (3) While the book is limited to activities in North and South Russia with little mention of US and Japanese intervention in Eastern Siberia, the coverage of these areas is extensive. An indication of the depth of coverage is given by the chapter headings. "North Russia": 'Invasion'; 'Combat in September'; 'More Combat in October'; 'The Winter Battles'; 'The New Year Arrives'; 'The Buildup, Summer Offensive and Fade'; 'The Final Analysis'. "South Russia": 'The Volunteer Army Rises'; 'The Estimated Organization and Cost; Military Actions'; 'The Nuts and Bolts of War'; 'Eyewitness Accounts'; 'Na Moscow'; 'The Backwater Orenburg Army'; 'The Script of the Defeat'; 'The British Mission in South

Russia'; 'Wrangel's Time to Carry On'. (4) The physical format of the book is excellent with a pleasant type font and well-reproduced photos.

An example of information on aerial activities: "Bombing Gorodok on the 9th was (sic) six DH9's and five DH9A's bombers. This force dropped over 3 tons of bombs, returned to base, reloaded and flew again providing support to the troops. On the 10th seven DH9's and two DH9A's took off carrying Phosphorous and HE bombs. On their return home, the fog was thick and four of the sortie became lost: two landed at Pinega, 200 miles away; one at Kholmogori and one in enemy territory."

So, what's wrong with this book? The editing is so bad that my first reaction of frustration turned into a perplexed amusement as I looked forward to the next typo. Let me share a few of my discoveries with you. Page 44: "In Kodish, a strong the 1st Onega regiment" Page 98 "As soon as the attack began, it was pinned downe." Page 99: "... RAF ground based lanes" and "... two planes had only found their targets" Page 101: "The RAF and Seaplanes used were frequently in conducting reconnaissance missions." Page 103: "The British were pulling back front their front lines without any interference." Page 217: "The 400 oil tanks lended to the South Caucasian Railway"

There are lots of maps, but they add little to the text because they are frequently not related to the adjacent text and they show the deployment of units in a specific engagement, providing no information about where in Russia they occurred. While these maps may be of interest to war gamers (the author is a "wargame designer"), they do not help the reader who does not have an intimate knowledge of Russian geography. One map, "Kolshak's Maximum Advance Towards Kotias", appears in two different unrelated places, pages 50 and 91).

So, can I recommend this book. Yes, provided you are not turned off by the sloppy editing and all the typos. There is much good information here, and for the first time I begin to get a feeling the extent of the Allies intervention and why the White Russians failed. If this book ever goes into another edition, I hope Schiffer tightens up of the editing, corrects the atrocious English, and commissions the drawings of some useful maps. [Ed: This book would also serve as a useful reference for anyone doing a history of aerial action in the Russian Civil War.]

Luftsiege der k.u.k. Luftfahrtruppen Band 3: Russische Front 1917-1918, by Karl Meindl. Sonderheft 29. OFH, Felberstrasse 104/7, A-11150 Wien, Austria. 126 pages. A-4 size. Softcover.

The Austrian Aviation Historians (OFH) and author Karl Meindl continue their series documenting every aerial victory scored by the k.u.k. Luftfahrtruppen in WWI. The current volume covers the Russian Front from 1917 to 1918 in 126 A-4 size pages. The text is entirely in German with a page devoted to each victory. Maps (10), side-view drawings of the victor's aircraft (17), photos (16) are embeded in the text. The photos are printed on 4 pages of glossy paper to allow the best possible reproduction. Aircraft illustrated are the Hansa-Brandenburg C.I (8); Uffag C.II (2); Albatros D.II (3); Albatros D.III (3); and Lloyd C.V (1).

To get some idea of the type of information available, let's look at the entry for 04.10.1917. The top of the pages lists: "Deutsche Sudarmee" "Ostgalizien; Fliegerkompagnie 13"; "Lloyd C.V 46.01"; "Flgzt. Kpl. Adolf Wiltisch 1.LS"; "BO Oblt. Roman Schmidt 3.LS". I don't pretend to under-

stand the 15 lines of German that follows, but I was able to interpret "3 russische Sopwith-Flugzeuge" and "Der Pilot, ein Sudetendeutscher". On the bottom of the page is a side-view drawing of 46.01 with markings and camouflage.

This series is an acquired taste, but if you are interested in WWI other than the Western Front (and you can read German), you will find this series very enjoyable. The price is 21 Euros including postage at the address above. "Cash or IMO, no cheques".

Enciclopedia de la Aviacion Militar Espanola. Quiron Ediciones, C/Cromo P. 18-20 Poligono Industrial San Cristobal 47012, Valladolid, Espana Ap. De Correos no 22038, Espana.

#53 The story of the Spanish Augusta-Bell AB-212 is completed in 3 pages (2 photos, a 4-view scale drawing, and a table listing all countries that used 212 variants). The Airbus A.310-304 receives 3 pages (a color profile and a 3-view scale drawing). The Airspeed AS.5 Courier is covered in 2 pages (one photo and a 3-view scale drawing). The beginning of the Airspeed AS.6 Envoy occupies 8 pages (12 photos, a table listing individual a/c, and 4 color profiles). Poster inserts: Fokker D.XXI and C.III.

#54 The Airspeed Envoy story continues with all 16 pages (20 photos and 3 color profiles). Poster inserts: Fokker F.VIIb/3m and Fokker F.XII.

#55 The Airspeed Envoy story concludes with 10 pages (7 photos, a 4-view scale drawing, and 5 more color profiles). The story of Airspeed aircraft in Spain concludes with the AS.8 Viceroy which receives 3 pages (one photos, a 3-view scale drawing, and one color profile). The story of the AISA AVD-12/12C begins with 3 pages (7 photos). Poster insert: Polikarpov I-152 Super Chato and Junkers Ju 53/3m.

#56 The AVD-12 story concludes with 5 pages (8 photos, a 3-view scale drawing, and 2 color profiles). Next is the 1924 AME (Aviacion Militar Espanola) VIA which is covered in 4 pages (6 photos, a scale 3-view drawing, and one color profile). The American Eagle-Lincoln Eaglet B.31 receives one page (a 3-view scale drawing) as does the Ansaldo A.1 Balilla. The Ansaldo A.300/3, on the other hand, is covered in 3 pages (4 photos, a 3-view scale drawing, and one color profile). The Ansaldo SVA.5 Primo story begins with 2 pages (2 photos and one color profile). Poster inserts: Fiat CR.32 and Heinkel He 111B.

#57 The SVA.5 story concludes with 2 pages including a scale 3-view drawing. The Ansaldo SVA.9 gets 3 pages including 4 photos, a scale 3-view drawings, and a color profile. The Arado Ar 66C is covered in 7 pages including 8 photos, a scale 3-view drawing, and 2 color profiles. The Arado Ar 68E-1 story begins with 4 pages including 5 photos and 2 color profiles. Poster inserts: I-15 Chato '8-21' and I-16 Mosca '1W-6' of Ejercito del Aire.

#58 The Ar 66 story continues with 3 pages including one photo and a scale 3-view drawing. The Arado Ar 95A-0 story begins with 13 pages including 24 photos and 3 color profiles. Poster inserts: R-Z Natacha '17W-20' and a captured Bf 109B in Republican markings.

The Enciclopedia has developed into the most comprehensive coverage of the military a/c of any country ever attempted. Even if you're only peripherally interested in Spanish aviation, you should obtain some, or better yet, all of the volumes devoted to individual a/c types, both for the sheer enjoyment of the presentations and to see what a dedicated and talented group of enthusiasts can accomplish. Wouldn't you like to see a similar "en-

cyclopedia" covering your favorite air force?

La Ruee Japonaise de Pearl Harbor a Midway (1ere partie), Batailles Aeriennes, #23. Sarl Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. During the first six months of the Pacific War, the Japanese military rampaged at will from the Aleutian Islands in the north to the Solomon Islands in south; and to Ceylon in the west. SAFCH member Michel Ledet's Batailles Aeriennes series has already told the story of the two "bookends" of this saga: the Japanese success at Pearl Harbor on 7 December 1941 and their devastating defeat at Midway on 4 June 1942. Now he begins a series of volumes on the history that occurred between these two epochal events. This volume, the first in the series, covers events from the attack on Wake Island to the fall of Corregidor. The format is in the usual excellent Batailles Aeriennes style: 80 high-quality glossy A-4 size pages with French text, well reproduced photos, and a plethora of color art work.

The narrative begins with "A l'assaut contre Wake", 8 pages including 15 photos, one map, and a color profile of Grumman F4F-3 '211-F-1'. The second chapter, "Combate aeriene aux Philippines" describes the initial Japanese air attack and their devastating effect on the USAAF and the fledgling Philippine Air Corps. This chapter consists of 16 pages including 25 photos, one map, and 2 color profiles of B-17s. "Des lendemains qui dechantent" tells of the Japanese conquests of the Philippines up to the beginning of the siege of Bataan. Here we have 21 pages including 30 photos and 8 color profiles (G4M1 Betty, PBV-4, A6M2b Zero, P-35A (2), Ki-27 Otsu, A6M2 Zero, & P-40E). Also in this section is a painting of Philippine LT Basa's P-26A tangling with a pair of Zeros. The title of the final chapter speaks for itself: "Bataan et Corregidor - La longue agonie". It has 20 photos, 2 color profiles (B-18A & Ki-30 Ann), and one map. The "Fiches monographiques" are on the "Seversky/Republic P-35 & P-35A" (two pages with one photo, a scale 3-view drawing, and a color profile), the "Mitsubishi Ki-21-1 & II" Sally (2 pages with a scale 4-view drawings and a color profile), and the "Nakajima Ki-27" Nate (2 pages with a scale 4-view drawings and a color profile). The section on "Uniformes et tenues de vol" contains two pages with 9 color drawings of Japanese airmen in flight gear. "Le coin du maquettiste: le Mitsubishi G3M2 d'Ihasegawa au 1/72e" has 6 color photos of the completed model in 3 pages.

One of the outstanding features of the Batailles Aeriennes series is that all photographs are of aircraft that took part in the events. In addition, all aircraft depicted in color profiles are done in the markings of a specific time, place, and (where appropriate) pilot.

This volume can be enthusiastically recommended to all students of the early phases of the Pacific War and to any modeler building a collection of models of the aircraft that participated in these actions. [Ed. A companion for this volume, *Historica's* reprint of "Philippine Air Operations Record: Phase One" tells the Japanese side of these events. One copy is available from the SAFCH Sales Service.]

La Batalla del Jarama, by Rafael R. Permuy Lopez and Artemio Mortera Perez. *Historica 36/39*, Quirron Ediciones, C/Cromo P. 18-20 Poligono Industrial San Cristobal 47012, Valladolid, Espana Ap. De Correos no 22038, Espana. This volume is the third in SAFCH members Luis

Fresno Crespon's "Historica 36/39" series on the Spanish Civil War. The Battle of Jarama took place in January and February of 1936 when the Nationalist forces of Generalissimo Franco attempted to capture Madrid by attacking over the valley of the Jarama River west of the capital. At the time, the air elements of the Nationalists around Madrid consisted of Ju 52 bombers flown by Spanish crews, the He 51s of the Condor Legion (in addition to one each of Bf 109 and He 112; both early prototypes), and the Ro.37 and CR.32 flown by Italians. The Republican air units in Madrid consisted of I-15, I-16, and SB flown by Russian "volunteers". The battle ended in a stalemate with great loss of life on both sides.

The narrative begins with a presentation of the background of the political and military situation leading up to the battle and orders of battle for the ground and air units on both sides. It then proceeds to a day-by-day account of the ground and air actions. The ground action is described in great detail with the ebb and flow of the battle easily followed by reference to an excellent map. Each day's air action is described and put into context with reference to the situation on the ground.

This volume has 88 A-4 size pages bound between sturdy card covers. The parallel Spanish and English text is printed on high-quality glossy paper that allows for outstanding reproduction of the rare photos and the beautiful color profiles. There are 41 photos, 16 color profiles, one map, three full-page paintings, and 15 pages of appendices. Activities in the air are covered in the text and with photos and color profiles: [He 112V-3, He 51, Ro.37bis, SB, I-16 (2), Ju 52, He 70, CR.32 (2), and I-15]. The remaining color side-view drawings are of tanks and artillery pieces.

The English translation is complete (none of this wimping out with a "summary" nonsense) and done in a fluent style that is a pleasure to read. The only problem with the English text is the positioning of the hyphens which the Spanish computer word processor placed at some unusual places. For example, one can't help doing a double take when a line ends with "asle-", and the next begins with "ep".

For each air action, the authors give both sides of story as reported at the time and then attempt to reconcile conflicting data. As an example, consider the reports on the action of 18 February. After quoting the communiqués from both side, they go on, "The Nationalists claim is not too exaggerated, although there were not so many losses among the Republican fighters; five were actually shot down. The aircraft lost by the government air force were the three Chatos of the *Escuadrilla 'Lacalle'*. Ben Lieder, with his aircraft hit by the Fiats, was killed on a forced landing. Howard Dahl had to bail out over Tudela and had some trouble when he was picked up by the Republican troops who thought he was a German airman, as he could speak no Spanish. And finally, Jim Allison, who was badly wounded in a leg - he got two bullets - and had to force land near Chinchon. He was sent to hospital at Alcala and his aircraft was recovered. The Russian Chato squadron, led by starshii lieutenant Vasilii Zosenko, lost the I-15 flown by lieutenant Petr Ugrovatov, who was wounded and had to bail out. As regards the Moscas, lieutenant Filip Zarnaschanskiy's aircraft was hit but he managed to land behind friendly lines, although the aircraft was a write-off. The pilot, seriously wounded, died shortly afterwards. As regards the claims on Nationalist aircraft, the Moscas pilots claimed six, one each by Dubkov, Tarasov, Nikitin, Lakeev,

Zunakov and another one by Minaev-Khara. There was actually one CR.32 on fire, flown by the Italian pilot Romagnoli ("Ascarini") who had to force land near Sesena but aircraft ground looped and he was wounded in a hand."

"La Batalla del Jarama" is an important addition to the literature available in English on the Spanish Civil War and is recommended to all students of this conflict. It is also a valuable reference to all modelers building a collection of aircraft (and/or ground equipment) of the SCW and wanting to put their models in an historical context.

Lockheed Hercules Production List 1954-2004, 21st Edition. Lars Olausson, Box 142, S-530 32 Satenas, Sweden. E-mail: lars@alfa.telenordia.se US\$17, airmail included. No checks please; the bank charges Lars \$14 to chase a check.

SAFCH member, Lars Olausson, continues to update his amazing Hercules Production List. It is now 164 pages long and contains information about all C-130s (and L-100s) from c/n 1001 which was delivered to the USAF in 1955 to c/n 5556 which is scheduled for delivery to the USMC in 2005. The first 133 pages are what might be expected in a "production list": "c/n"; "model"; "to"; "reg"; "del"; and "history/remarks". For example let's check out a recent entry: "c/n 5523; model 382V-334J C-130J-30; to AMI; reg MM62188; del 0204; history AMI (0202 ff, 0207 delivery 46-54, MM62188)". If the reader has any trouble with the abbreviations, there is a glossary to explain that AMI is Aeronautica Militare Italiana (as if the MM registration didn't give it away. Of course, for the older aircraft, the history/remark column is much more extensive listing all operators, dates of transfer, and even the color scheme at various times in its career.

However, this book is much more than a "production list". The 30 pages of appendices provide much more information. For example, there are sections on the various version (C-103A through C-130H) with details of the sub-variants including side-view drawings; e.g. the L-100-20 is illustrated with a drawing of Peruvian AF '394'. Another appendix connects civil registrations to c/n. Another lists the c/n of a/c of "Commercial Operators and Owners". Another lists destroyed aircraft by date, c/n, and operator; e.g. the most recent loss listed is "c/n 5265 on 020807 (7 August 2002) by 15SOS (Special Operations Squadron, USAF)". Reference to the "production list" then reveals that c/n 5265's crash took place "after takeoff from Roosevelt Roads, NAS, PR".

Of interest to SAFO readers is the appendix on "Government Operators". Found here are the c/n's of all a/c listed by Air Force. With reference back to the "production list", the history of any small-air-force Hercules can be traced. As an example, lets look at Poland. Six a/c are listed: 4200, 03, 10, 12, 58, 63. 4200 is a C-130K that was delivered to the RAF in 6705 as XV182. It served in various RAF squadrons until it went to Sussex Co. Airport, Delaware on 020717 and as of 0302 is "on hold for Poland". Space, and interest, does not allow for descriptions of the other appendices that cover various aspects of USAF, UNS, and USCG C-130s. Lars Olausson's "Hercules Production List" is true labor of love and is a model of what can be done in recording the history of an individual aircraft type. This book is a "must" for all students of the Herc either in US service or in service with the small air forces. It is also highly recommended to anyone wishing to see how to organize the history of their most beloved aircraft type.

Blue Rider Publication's *Insignia* magazine has been reviewed frequently in these pages and always with the most enthusiastic praise. In fact, I was sincere when I recommended that "if you can afford to subscribe to either SAFO or *Insignia*, but not both, you should subscribe to *Insignia*". It is with a heavy heart that I reprint the editorial by Richard Humberstone from the most recent issue. "Pressures of work away from Blue Rider Publications (which is only produced on a part time basis) have led to the extremely late arrival of this issue, for which we apologize. Because of the uncertainties of the frequency of the magazine, we will no longer be accepting new subscriptions. All existing subscriptions up to and including issue 20 will be honored, but issues will no longer be produced to a strict schedule. We foresee that issues after No.20 will be produced on an ad hoc basis. There will be more information in this column next issue, or watch our web site (www.insigniamag.com) for more details."

To see what we'll be missing, see the review of *Insignia* #18 in the abstracts department of this issue of SAFO.

REVI: Dvolumesník a letadlech a letciích. REVI Publications, PO Box 143, Svojsikova 1588, 708 00 Ostrava-Poruba, Czech Republic. E-mail: redakce@revi.cz. Web site: www.revi.cz.

[Editor's note: A member in the Czech Republic has been sending Revi to cover the cost of his subscription to SAFO. To recover this money for the SAFCH, I would like to sell these issues at \$4.00 each plus postage. This is an extremely good price considering that Squadron Mail Order sells these same magazines for \$8.00 each plus postage (with more recent issues going for \$10.00). Below is a full review of Revi #35. Abstracts for the most recently received issues can be found in our abstract section. The other available issues are listed under Sales.]

It is difficult to review Revi since their editor employs a rather unconventional style of presentation. The articles are spread over several issues with beautiful color drawings and exquisitely-detailed scale drawings scattered at what, at first, seems a random order. However, careful inspection reveals an underlying order. The text is in Czech with well-written caption for the photos and drawings in English. Beside the color on the inside and outside front and back covers there are 8 pages of color inserted in the middle of the magazine (usually interrupting an article).

Issue #35 begins with a 3-page article on an Airacobra in RAF marking including 5 photos (a color profile appears in Revi #36). Next is an article on a Japanese WWII ace with 4 pages including 4 photos and 5 color profiles of the a/c he actually flew [A5M2a, A6m2b (2), A6M3, & Ki-71-1]. Of most interest to SAFO readers is a 3-page article on Finnish Curtiss Hawks including 2 pages of color drawings: a port, starboard, and top view of Eino Luukkainen's BW-393 with scrap view of the undersurface of the wing tip and an enlargement of the "weak beer" Erikoi labels he used for victory markings. Also included are color port-side views of 3 Hawks (CU-560, CU-505, & CU-505) with top view and scrap view of undersurface and the starboard tail showing the a/c number 'O' in yellow on one side and in white on the other side. A 3-page article on the Luftwaffe night-fighter ace Leopold Fellerer including 2 color profiles of his Bf 110. Then there is a 7-page article on the "Hustler" including 2 pages of 1/72-scale drawings (the drawings continue in the next issue) and 2 pages of color

drawings and photos. This is followed by a 4-page article on Soviet Airacobras (with color profiles in the next issue). The final article is on a Hungarian pilot in the Luftwaffe including 5 color profiles of the Bf 109 flown by Egon Troha. This issue ends with 14 pages of reviews which include drawings from the kit instructions and photos of the a/c to illustrate points made in the review.

I hope this somewhat confusing review will not deter you from sampling this magazine. It's an excellent magazine and careful study will be rewarded by a lot of fun and interesting information.

(Editor's note: The following review was submitted by our Uruguayan correspondent, Eduardo Luzardo.)

Gaceta de la Aviacion, the official publication of the Academia de Historia Aeronautica del Uruguay. An annual publication, the latest issue (#28: December 2002) consists of 56 pages on high-quality paper with many b&w photos and three color paintings (Waco JHD, Ju 52, and Farman 190 ambulance). Twenty-four of these pages are devoted to our national aviation or to foreign aviation connected to our history. These articles are:

- (1) "De Coleccion' Biplano y Antigud" about the only Stearman 75-N1 (PT-17) which still flies in our sky. It is c/n 75-3159, Uruguayan civil register CX-AKC. It is a familiar sight because it is painted in the logo of a well-known food manufacturer and flies at many local events (2 photos).
- (2) A letter from the pilot of the PBY that participated in the rescue mission described in the previous issue of *Gaceta* (1 photo).
- (3) A 5-page article about four PT-19-26's donated to the Norway during WWII by Nordic people and sympathizers in Argentina and Uruguay for use in the famous Canadian-based flying school 'Little Norway'. The four were named 'El Gaucho' painted in big letters on the fuselage. This is my contribution to *Gaceta* and is based on the work of Erling Wiig a well-known Norwegian historian. I also received help from fellow SAFCH member Knut Hagen of Norway. There are 4 pages and a table of web links.
- (4) An article by SAFCH member Gary Kuhn on the restoration of an F-51D, ex-FAU 252, whose wreckage was recovered from the waters of the Rio Negro. This Mustang, s/n 44-63476, is being restored to flying condition at Wahpeton, ND, USA, with civil registration N63476 and RCAF colors. Gary is a corresponding member of the Academia (2 photos).
- (5) "El 'As y la Valiente 'Polilla'" a story about CX-AA1, the Gipsy Moth destroyed in the disastrous Museo Aeronautica fire of 1997.
- (6) A note on the 'new' Westland Wessex HC Mk2's received by the FAU from the UK (ex-72nd Squadron) in August 2002. They are FAU 076, ex XV-723(Q) and FAU 077, ex XR-497(F) and are assigned to the Escuadron Aereo No.5 (helicopters), Brigada Aerea I at Carrasco.
- (7) An article on the Waco JHD variant accompanied by 15 photos, tables, and a very good four-view drawing with color scheme. Some of the photo coverage was provided by SAFCH-member Dan Hagedorn. The six JHD, a variant of the Waco Model D Military, were built exclusively for Uruguay and were numbered 1 to 6 (4710 to 4715). After 1941, the surviving Wacos changed their numbers to a 3-digit code: 3 becoming 300, 5 becoming 301, and 6 becoming 302.

- (8) A brief note about an airliner of our national flag PUMA, CX-PUB, a Boeing 767-300ER (c/n 28495) ex-QANTAS. It is operating under lease.
 - (9) An article about the frustrated sale of 13 F-86F Sabre Argentine Air Force to the FAU. The process was stopped by the US Government. Two Uruguayan pilot flew the a/c in 1976, 6 years after the deactivation of the FAU F-80C's. In this same year the FAU obtained 8 A-38B's. (2 photos).
 - (10) An article about VARIG and their relationship with Uruguay until 1950 (5 pages and 3 photos).
 - (11) Lastly, an article about the only major crash of an airliner at the main Uruguayan airport of Carrasco: Convair 440, Real Aerovias (Brazil), PP-AQE, in 1957.
- Gaceta de la Aviacion* is not sold to the public, but a copy may be obtained by writing to the editor (Juan Maruri, Calle Miguel Barreiro 3272, Apto.701, CP 11300 Montevideo, Uruguay. E-mail: histaer@hotmail.com). I recommend sending \$5.00 US to cover the cost of postage. Eduardo Luzardo (SAFCH #1383), Picadia. M267 S.37, 91001 Barros Blancos, Uruguay.
- Lotnictwo Wojskowe**, Magnum-X, Sp. Z o.o. ul. Skrajna 1/25, 03-209 Warszawa, Poland. E-mail: magnum@magnum-x.pl
- Our long-time friend, Kris Choloniewski, sent along the May-June 2002 issue of this Polish magazine. While this magazine has been reviewed favorably in previous issues of SAFO, it is my pleasure to review it again because it has improved to such an extent that it is now a world-class aviation publication. It now consists of 68 A-4 size pages printed on excellent glossy paper, with excellent reproduction of both b&w photos, superb scale drawings, and beautiful color side-view drawings. Unfortunately, the text and captions remain entirely in Polish.
- Articles in this issue includes: "JSF F-35 i jego konkurenci" 6 pages on the JSF and its competitors including 9 color photos. "F-117A Nighthawk" 10 pages including 20 color photos. "Afghanistan 2001" 6 pages including 10 color photos (including a clear shot of a Predator carrying Hellfire missiles). "System Obrony Powietrznej Polski w latach 1959-90" 5 pages on Polish anti-aircraft missile systems including 9 photo. "21. Pułk Lotnictwa Rpozpoznanania Taktycznego" 8 pages including 14 b&w photos (Pe-2, Lim-2, Il-28, Lim-6, & MiG-21). "Wielka przyszlosc F-16 Fighting Falcon" 4 pages including 4 color photos of latest variant. "Macchi M.C.202 Folgore" 9 pages including 15 photos, a one-page 5-view scale drawing, 7 side-view drawings of variants including an Italian 'Mistel' consisting of a MC.202 coupled with an Ambrosini AR (you have to see this to believe it), and 5 beautiful color side-view drawings. "Dywizjon myśliwski III/3 w kampanii wrześniowej 1939 r" a 6-page article on a Luftwaffe unit in the Polish campaign including 7 photos.
- Kris sent this issue because it contains the first of his articles on the a/c used by the C-in-C of the Polish Air Force in the West. This 3-page article includes 4 photos of Blenheim IV including one carrying the Polish 'checkerboard'. Kris tells me that future articles in this series will cover de Havilland, Douglas, and Lockheed aircraft. [Ed: I have asked Kris to obtain permission to reprint English translations of this series in SAFO.]
- If you re into foreign aviation magazines, this is definite one to consider.

Forcas Aerea Latino-Americanas, 1/48-scale decals, FCM 48-14. Here's a real treat for the modeler of Latin American aircraft: five aircraft from five different Latin American countries. This 140 mm by 200 mm decal sheet provides all the national insignia, serial numbers, unit insignia, and stenciling for the following aircraft: (1) Uruguay F-51D '265' in natural metal; (2) Colombia F-86D '2022' in foliage green/slate grey camouflage; (3) Argentine McDonnell-Douglas A-4AR 'C-903' in light grey/medium grey camouflage; (4) Peru MiG 29A '045' in grey green/dark grey camouflage; and (5) Ecuador Mirage F1 'FAE 807' army green/light green brown camouflage. The instruction sheet provides multi-view (top, bottom, port, & starboard) for all aircraft in color with the colors identified by FS numbers. The decal sheet is a superb example of the state of the art: perfect registrations, sharp printing that make even the smallest stenciling readable, and vibrant dense colors. All by itself, this decal sheet will allow the modeler of 1/48-scale aircraft to make a respectable collection of South American aircraft. The rest of us can only hope that FCM will release a similar sheet in 1/72 scale. The FCM Website is: www.webspace.com.br/fcm.

Serie Aviacion Militar Latino-Americana, 1/48-scale decals, FCM 48-15. This sheet provides more decals for the modeler of 1/48-scale small-air-force aircraft. Decals are provided for 4 aircraft: (1) Chile Sikorsky S-70A 'H-02' in overall olive drab; (2) Chile F-5E/F '802' in light blue grey/medium blue grey camouflage; (3) Brazilian Bell UH-1H '18672' in dark green/medium green/tan camouflage; and (4) Brazilian Mirage IIIIE in a special color scheme celebrating 20 years in service consisting of black, green, yellow, and medium blue. The instruction sheet provides multi-view

color views of all sides of all aircraft, FS equivalents of all colors, and templates for marking off the complicated pattern of the Brazilian Mirage IIIIE. The decals themselves are, once again, perfect in every way. Again, a decal set that can be highly recommended to any modeler working in 1/48 scale.

Blue Rider. Despite the uncertainty concerning the future of Blue Rider's Insignia magazine, they continue to produce decals, booklets, and CD-ROMs of interest to SAFO readers. Their latest catalog lists these more-or-less new products: CD-AFS-007 **Fliegertruppe: Aircraft of the Swiss Air Force 1914-1936**. A full listing of all Swiss military serial numbers is included along with many photographs and over 60 side-view drawings in the usual Insignia style. 1/72 scale decal sheets are also included, with markings for 14 aircraft. £12.50. BR-258 1/72 scale decal sheet **Peruvian Army Aviation 1920-1930**: Decals are for an Ansaldo A-1 Balilla, Ansaldo SVA-5, Airco DH9, Bristol F.2A, Avro 504K (3 versions) and a Salmson 2A.1. £4.80. BR-813 1/72 decal sheet **Albanian Air Force 1992-2000**: Albanian military aircraft since the fall of Communism. Decals are for a Shenyang FT-2 Midget, Shenyang FT-5 Fresco, Nanchang C-5, Shenyang F-6 Farmer and SNIAS Alouette III. £3.80.

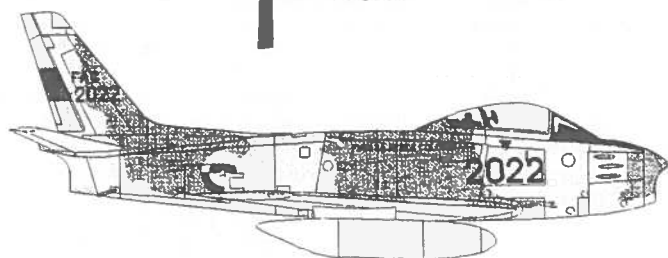
[Editor's note: The following decals arrived too late for review in this issue. However, since they are of such great interest to SAFO readers and are only available in limited quantities, they are mentioned here so interested readers can order them before they run out. Full reviews will appear in the next issue. The following are excerpts from the letter by SAFO member Guy Holroyd that accompanied the review decals.]

Linden Hill Decals 72005 and 48005 **Flankers on Patrol**. "This package contains either two 1/72 scale or three 1/48 scale decal sheets offering twenty different Su-27 family marking options, a twelve-page booklet and four pages of instruction. RRP in the USA for 72005 is \$16.99 and for 48005 \$19.49. This package is a limited edition of 500 in each scale.

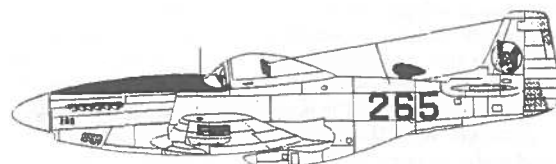
"The package took nearly two years to research during which time we uncovered some curious anomalies in Su-27 markings. Most controversial is the issue of the Indian Air Force roundels applied to the first Su-27Ks and MK-1s delivered to the IAF. IAF markings were actually applied at the factory in Russia and it appears that saffron was not available in the paint shop. Correspondingly the roundels and wing flashes were finished in non-standard red (rather than saffron), white and green. Images to be found on our Web page clearly show the difference in tone of the factory applied roundels as opposed to the standard IAF colors." Lift Here! Decals **MiGs in Yugoslav Skies**. "I am also pleased to announce I have entered into an agreement to distribute Lift Here! Decals from Serbia. Just released in both 1/72 (product code E-72HL) and 1/48 (product code C-48HL) scales are 'MiGs in Yugoslav Skies'. The sheet features 20 different aircraft, representing every variant of Mig to serve in the Yugoslav Air Force. The 32-page booklet included in the package includes detailed profiles and a full English-language history of the history of MiG aircraft in Yugoslavia. We have approximately 100 units of each scale left. The total print-run for these packages was limited to 300 units. The RRP for both E-72HL and C-48HL is \$10.99."

The Linden Hill Web site is www.lindenhillimports.com.

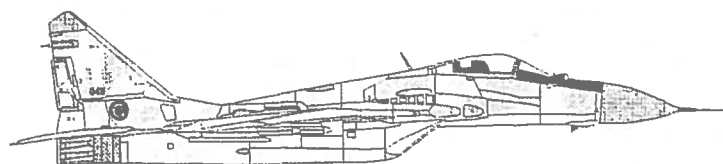
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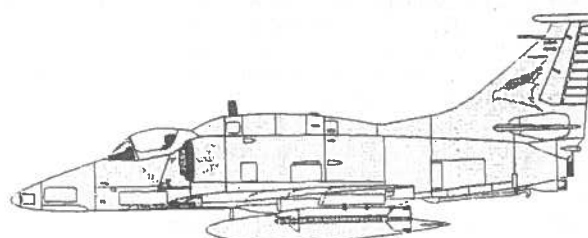
F-86D - Colombia



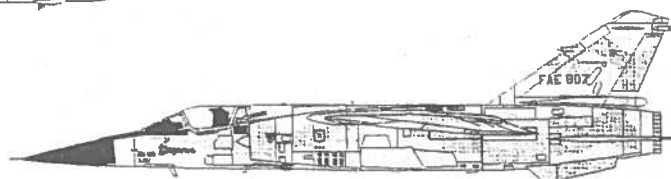
F-51D - Uruguay



Mig 29A - Peru



A-4AR - Argentina



Mirage F1 - Ecuador

Made in Brazil

Historic Aviation Catalog: Winter 2003. 64 pages. 8.5 inch by 11 inch. 1215th Ave. NW, STE 300, New Brighton, MN 55112, USA.

[Ed: This review appeared in the February 2002 issue of WWI Aero. I've enthusiastically reviewed this catalog in previous issues of SAFO, but I thought you'd like to see that others are as enthusiastic about it as I am.]

"This is one of the most remarkable and appetizing! avcatalogs we've seen. It is almost a museum, featuring books, posters, photographs, plastic as well as powered flying model kits, redi-blt models. The book is arranged: Civil; WWI; WWII; Military (but why aren't the 2 great wars military?); Flying. The sections are subdivided further, and where possible, each a/c featured is shown with an appropriate kit or completed model, book or books, and paintings. Each item is illustrated and described. (Toll free order: 800-225-5575)."

Model Aircraft Conversions, Decals, and Detail Parts. Catalog No. 12, Aero Research, 6468 Valley Wood Dr., Reno, NV 89523-11263.

This 120-page catalog from Aero Research (SAFCH-member Jay Sherlock) lists products from mostly non-USA sources from ADS Decals

to Yellowhammer, with such SAFCH favorites as AeroClub, Blue Rider, Dutch Decals, Falcon, Hi-Decals, Tasman, and Ventura in between.

This is a great place to pick up the items you've always wanted without worrying about foreign exchange rate and bank charges. As a bonus, there is a Index of major categories (1/48 Scale Parts, 1/48 Decals, 1/72 Scale Parts, and 1/72 Scale Decals with the products listed by aircraft type. As an example of how useful this is: I am thinking about building a pair of A-Model Polikarpov I-16 Type 5//6 in Spanish Republican and Nationalist markings, but was surprised to find I didn't have any decals on hand. A look in the catalog revealed two appropriate sheets from Blue Rider: (1) BR214 Spanish Republican Air Force I-16 Type 10, 4 Sq; 2 x I-16 Type 6, 4 Sq; I-16 Type 10 Mod; I-16 Type 5, 4 Sq; I-16 Type 10, 1 Sq; I-16 Type 10, 4 Sq; I-16 Type 10, 6 Sq; 5 x SB-2; 2 x G-23, 1 Sq. (2) BR215 Spanish Nationalist Air Force 2 x SB-2; I-16 Type 5, Group 1-; I-16 Type 10, 26 Group; I-16 Type 10, Group 2-G-3; I-16 Type 10, Moron Fighter School; G-23 Morocco; G-23, Group 5W. Prices are \$9.00 each plus a shipping charge of 10% (\$2.00 minimum). Now I have the information I need to select the decals for this project.

The Aero Research catalog can be highly recommended to everyone wanting to get the most out of their modeling budget.

Kari Stenman, SAFCH member and publisher of those wonderful books on the Finnish Air Force and their aircraft, is offering for sale posters of the beautiful color paintings that have appeared on the covers of his Finnish Air Force series. "Painted by internationally recognized aviation artist Douglas Carrick". Printed on satin poster cardboard, these posters are B2 size (353 x 5000 mm). Subjects available are: Brewster Model 239 BW-364; Morane-Saulnier M.S. 406 MS-327; Curtiss Hawk 75A-3 CU-582; and Messerschmitt Bf 109 G-2 MT-213. The price is 14.90 Euros per poster or 50.00 Euros all four, plus p & p. "Delivery rolled inside a plastic hose and strong cardboard tube." You can see these beautiful posters in full color at his Web Site www.kolumbus.fi/kari.stenman/index0.html. For details on the cost of postage contact him at kari.stenman@kolumbus.fi or by snail mail at Kari Stenman Publisher, Maininkitie 14A, 02320 Espoo, Finland.

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As an addenda to the information submitted by Chris Thornburg in SAFO #104 about the aircraft used by the UN, it is my pleasure to inform you that the Uruguayan Air Force have begun to participate in United Nations peace keeping missions. A few months ago, a Uruguayan contingent deployed in Eritrea where the United Nations maintains a peace mission between this state and Ethiopia.

This Uruguayan contingent consists in 41 men (including ten officers) and two Bell 212 helicopters. Their main missions are medical evacuation, humanitarian aid, and transport of personnel. The first Bell 212 'FAU 031' was transported by a FAU C-130B 'FAU591', departing on 4 February, 2003. An Argentine AF C-103 transported additional material for the contingent. The other helicopter, 'FAU 030', was transported in the FAU's only operational C-130B (our other C-130, '592', is under maintenance in Chile). This flight departed from Brigada Aérea I (Carrasco), near Montevideo, on the 28th of February, 2003. The Hercules also transported the FAU's Chief Commander and the remaining personnel along with more equipment.

This information comes to me thanks to the PR Director of the FAU, Col. (aviator) Alvaro Quirós. Eduardo Luzardo (SAFCH #1383), Picardía M.267 S.37, 91001 Barros Blancos, Uruguay.

"I've finally been able to digest No.103 for October 2002, and wanted to send along a few observations and comments.

"Friend Alejandro Milanese's fine article on the little-known achievements of Argentine Naval aviation in the Antarctic was most welcome, and he is to be congratulated on assembling some very obscure facts. However, there appear to have been some gremlins at work. (1) On page 81, the C-54

that flew over Antarctica in 1947 must have been 3-Gt-13 (not 3-Gt-1, which I believe was a C-47), later 5-T-1, 5-T-40. I have no record of it being coded CTA-4, but I guess it is possible. There was a Navy C-54 coded TA-4. (2) In the 1950-51 accomplishments, the Walrus given as 3-P-25 and operating from the ARA Buen Suceso seems possibly to have been confused with the Grumman Goose noted in the 1947-48 entry, where a Goose is properly cited as 3-P-25. I have never heard of an Argentine Navy Walrus with such a code. (3) In the 1952-53 entry, as the first two Navy Sikorsky S-55As weren't delivered until 10 November 1953 (Hg 1) and 1 December 1953 (Hg 2), the flights described in Antarctica must have been amongst the very first for this type in Navy service! (4) The 15 January 1955 crash of the Sikorsky S-55 flown by Tte. De Navio Camara is rather confusing. I have no Navy S-55 loss on this date; the earliest known occurring on 28 February 1958. Later on this same page, Alejandro says that the "...first loss of a Naval helicopter in Antarctica occurred on 26 February 1958 when 2-H-E-1 crashed." This seems to be closer to what I had, but still leaves the question of what aircraft Camara was flying, and where. (5) In the 1856-57 entry, I have never heard of a Navy S-55 coded 1-Ht-2. (6) In the 1962-63 entry, I think he meant that the two S-55s he cited, 2-H-13 and "1-H-14" were 2-H-13 and 2-H-14. (7) In the 1963-64 entry, the two H-19s must have been 2-H-13 and 2-H-14.

"In the same issue, Jorge Delgado's story on the Ecuadorean Army Piper PA-18s was most welcome, but it would have been a joy to have had more details on these aircraft, including entry into service dates and actual serials. The number he cited for the crashed aircraft, '18250' seems to be a corruption of the type and E-250, which he shows in

the accompanying drawing. His story on the FAE Cessna Aerobats requires comment. There were actually a total of 24 A150Ls acquired, serials being a combination of 00500 to 00523 (on the vertical fin) with the corresponding "buzz numbers" TP-500 to TP-523 on the forward fuselage sides. I have photographic proof of all of these. He also suggested that all 23,836 Model 150 series aircraft built were all Aerobat versions, which is not correct! The Manufacturer's Serial Numbers for the A150L ran from 0227 to 0523 (the last one being the final FAE aircraft).

"Rolando Grasso's excellent piece on the FAU Beech T-34s certainly cleared up a lot of question marks and pencil notes in my file! The only thing that could have been wished for was some information on known losses during service."

"I just realized that I had never sent you a few comments on SAFO No.102 as well. Sorry! (1) Page 47: In Hubert Cance's interesting series of 174 drawings, the drawings showing the Brazilian Army (Air Force) Fw 44J numbered '8' seems to be a non-starter. The only possibilities are one of the first two received (numbered 57 and 58) or one of the license-built examples, several of which had serials ending in '8' (e.g. 0118, 0128, 0138 and 0148). I seriously doubt an ex-Argentine connection, so far as I am aware. (2) Page 52: The three-view of the NA-50 shown here is wildly inaccurate. I'm not sure where Wayne came up with this. His short piece on page 71 on the Peruvian NA-50s is also a bit short of the mark; the Peruvian birds should not be assumed to be the same as the Thai aircraft. I detail the Peruvian aircraft thoroughly in the forthcoming Air-Britain monograph on the NA-16/AT-6/SNJ/Harvard series in Latin America." Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033-3025, USA.

